

built a high wall to protect its own merchants against American competition, while the American Government has opened wide a gate in a kind and neighborly way to the forces that are reaching for the Yukon trade of American ports.

The protest of American merchants is only partly against the levying of a duty by Canada if it wants to do so, though the collection of a duty on a miner's beans is an original proceeding.

The protest is mainly against our own Government assisting foreign competition, though there is a considerable cry for retaliation.

To San Francisco the opening of Dyea as a sub-port of entry means taking a great amount of business away from vessels of this port by Canadians, and it also means a loss of trade to the extent that trade accompanies transportation facilities.

Edwin Goodall of Goodall, Perkins & Co. and the Pacific Coast Steamship Company stated the situation in relation to San Francisco's shipping and business interests as follows:

"Victoria will gain a large proportion of the business not alone because of the tariff, but especially through the assistance given the Canadians by our Government in making Dyea a sub-port of entry. Heretofore all foreign vessels have had to enter Juneau and discharge their cargo there and pay duty there.

"The most singular thing is that this Government should grant this favor asked when the very and only object was to take business from Americans and transfer it to British ships and British merchants. No American except paid attorneys or the Canadian Pacific Railroad asked it, as far as we are advised. All the Americans concerned throughout the country protested most vigorously. I believe it was claimed at Washington that it was done for 'diplomatic reasons.'

"To show the difference between British and American policies, some years ago the Canadian Government fined our company \$500 for inadvertently carrying a passenger between two Canadian ports—Nanaimo and Victoria. It was done by the captain without knowledge that he was violating the law. We were fined \$1000, but it was finally reduced to \$500, and we paid it.

"Here is another illustration that should be kept in mind since we are considering the proposition of stopping our steamers on their trips to Port Simpson, B. C., which was then a port of entry. The same people which have now asked and secured this concession from our Government then used their influence to have Port Simpson closed as a port of entry for foreign vessels that they might retain its carrying business by preventing our calling there, and thus quickly won by the Dominion Government.

"I see no reason why they should not impose a duty on American goods if they want to, but what seems singular is that the American Government should help transfer business from the American to the British side.

"Previous to this no English vessels at all have gone there, except once some years ago when the Islander went to Juneau with excursionists. Now the Islander and the Danube have sailed, or are about to sail, on their first trips to Alaska, and are doing a big business. Two or three vessels have sailed from Victoria, and the Bristol, a steamer larger than the Willamette, capable of carrying 1000 passengers, 500 horses and 3000 tons of freight, is being prepared to go from Victoria to Dyea. This has the effect of helping greatly the British Columbia merchants to get the outfitting business away from the merchants here and at Seattle. Senator Perkins made a vigorous protest at Washington, but the business men here have not yet displayed any interest in the situation.

"It means a great deal to the trade of San Francisco. On account of the great rush it is not felt as much just now as it otherwise would be, but the effect will be felt more and more in the future, especially when the boom revives in the spring. It, of course, takes a large amount of passenger traffic away from American shipping and in this line it affects not only our vessels but all the other American vessels that are being rushed into the trade or being planned for it in the future.

"We think that the Alaskan trade is going to be great and permanent. We have great confidence in the richness of the quartz mines along the southeastern coast of Alaska and think that there will be a rapid and extensive development of them. I think that in the Yukon country new discoveries as rich as that of the Klondyke will be made. Our business from San Francisco has been more than doubled in the last few weeks and we have shipped



WILLIAM J. JONES, "The Call's" Special Correspondent, Who Is Crossing Chilcoot Pass.

a large amount of goods to the merchants in the northwest. The trade will probably keep up during this month and then fall away almost entirely next month. It will revive about February and the indications are that there will be a perfect avalanche next spring. This trade is of great importance to San Francisco and San Francisco should look out for its interests.

"The attention of the Chamber of Commerce will be called to this matter at once. I have not the least doubt," said President Hugh Craig yesterday, "that I myself am eager to see that body have a chance to take some action in the matter. Then our united protest can be forwarded to Secretary Gage and he can draw the attention of the Canadian Ministry to it. This will give him a show to let the Canadian Government know that we do not believe we are being fairly treated and at the same time give him a good foundation on which to base his demand for a change in the existing conditions."

"The Dominion Government is not treating us fairly by any means," said J. W. Kerr, president of the Manufacturers' and Producers' Association and the Council of Associated Industries. "It should either be forced to show a more decent spirit and not want to 'hog' it all, or their goods should be charged a heavy duty to be taken across American soil, as well as making Juneau the only port at which foreign vessels should be permitted to unload."

"At the next meeting of the Manufacturers' and Producers' Association I intend to bring this matter to the notice of the directors of that body. In the meantime I mean to skirmish around and find some men who understand the subject in its entirety and can arouse the interest that the importance of the subject demands. In the early spring when the rush comes the merchants of this city are going to be found in the condition of the foolish virgins and will lose a vast deal of trade. In fact if the same conditions prevail then as now they will lose all of it. We ought to make a united protest that will be felt at Washington and cause the Federal officials to see that the rights of American merchants are not trampled on."

Jacob Goldberg, of Goldberg, Bowen & Co., had this to say: "In my opinion we are conceding a vast deal more to the British than they are to us. In fact, they are conceding nothing to us at all, and taking all they can get. If the present condition of affairs is permitted to continue, the merchants of San Francisco are going to lose a great deal of money, and it will all be because our Government seems to be too apathetic to look out for its citizens when a difficulty arises."

"Why, in the spring, when the grand rush expected by everybody is made for the Klondyke, all the trade will go to the merchants of Victoria and the other trade centers of British Columbia. We ought to make reprisal. The privilege of taking goods to Dyea in foreign vessels should be abolished, or the Canadian Government should let American goods pass duty free. If the merchants of this city do not arise and make a protest that will be heard by the officials at Washington, they will have nobody to blame but themselves when they see all the trade going to Canadian merchants."

Julian Sonntag, secretary of the California Miners' Association, spoke in this vigorous fashion: "What do I think of the state of affairs that exists? I believe that it is one of the most disgraceful positions this country has been placed in for a long time. American interests have already suffered to a limited extent, but nothing to the way they will in the early spring when so many people will rush to the Klondyke."

"What are such bodies as the Chamber of Commerce, the Manufacturers' and Producers' Association, and the Merchants' Association for, anyway, if it is not to look out for the interests of the commercial part of the community in such a situation as this? It is their duty to inform themselves upon this question and draw it to the attention of the business world. When that is done, they should petition the Department of State to ameliorate the conditions that make the American merchants work at so

great a disadvantage in the competition to fit miners out who are going to the Alaskan gold fields. "Another thing," when the American takes his outfit and the British territory he can be bullied and trampled upon by every petty British official that feels so inclined without the faintest hope of being upheld in his rights by his own country. It is a burning shame that we have to send two Government officials there to find out the climatic conditions and whether a body of troops could stand the severity of the winter season, while the Dominion Government is sending troops to protect its own interests all the time. It is a farce all the way through. We should have soldiers there to do police duty by all means. The officials of the great British States in Canada ought to have a good deal of discretionary power in a wild country like that, and could very often put an end to strife in its inception, that if permitted to go on would embroil countries in serious international complications."

"I think Juneau should be the only port at which foreign vessels should be permitted to land passengers and supplies. We ought to make reprisal on the British in the same way that we should be contented to treat us fairly first and then compete all she pleases. This question means a great deal to the merchants of San Francisco, and the sooner they awaken to the danger that threatens them and take some prospective action the better it will be for them and the State in general."

"It seems to me that the conditions now prevailing are a reflection on our status as a nation, and our diplomats, and show her she must be contented to treat us fairly first and then compete all she pleases. This question means a great deal to the merchants of San Francisco, and the sooner they awaken to the danger that threatens them and take some prospective action the better it will be for them and the State in general."

"The sub-port at Dyea was established for the convenience of the miners and for the equal advantage of English and American shipping," he said yesterday. The proposition to impose the Canadian tariff duties on goods consigned to Dyea on American vessels, thus giving an advantage to the extent of the duty to British vessels, and to the storekeepers and manufacturers of British Columbia, is simply an outrageous abuse of the advantages given by the establishment of the sub-port at Dyea. It is to be continued the sub-port at Dyea should be abolished.

owners from Ohio's lake city, and says the enthusiasm over the gold discovery in Alaska is greater, if possible, in Cleveland than in San Francisco. He says that when the first news of the new El Dorado reached the East the syndicate he represents made arrangements to send a steam yacht of over 100 tons burden across the country to San Francisco and from there to dispatch it to St. Michaels and Dawson. This plan had to be given up temporarily, however, because the railroads could not transport the boat across the continent. Mr. Frankel goes to Dawson as the representative of Goldman Brothers of Chicago, refiners and assayers of precious metals. The gentlemen all came over the Great Northern Railroad, but on arriving at Seattle came to the conclusion that San Francisco was the best port for their supplies, consequently they came here for that purpose. They leave Saturday on the National City to go via St. Michaels.

**TWO STEAMERS TO THE NORTH**  
The Walla Walla Departs Crowded from Hold to Hurricane Deck.

Over a Hundred Gold-Seekers Sail at Night on the Noyo.

The Walla Walla sailed northward yesterday for the Sound crowded with every passenger and ton of freight she could carry. Her passengers numbered 305, and of these 120 were bound for the Klondyke. She will connect at Seattle with both the Queen and Mexico for Juneau, Dyea and Skagway.

Her freight amounted to 2300 tons, most of which consisted either of merchandise being rushed to retail merchants of northern cities or of the outfit belonging to the Klondyke miners aboard. Forty horses bound for the pass were on board and the hurricane deck was piled from end to end with cases of fruit and a dozen boats for transportation to the lakes. A crowd of nearly a thousand cheered her departure at 10:35 A. M.

The steam schooner Noyo was delayed in her sailing until 8:30 o'clock last night. She was filled with 120 passengers, with twenty-five horses and a large amount of outfit bound direct to Dyea and the Klondyke.

**WILL NOT FISH.**  
The Salmon Canneries in the North Deserted by the Men.

In connection with the rush the salmon-packers are in a dilemma. Advice received yesterday state that not only sailors but all the white packers have quit the different stations and are now on their way across the mountains to Klondyke. Almost all the men left at Kodiak are Chinese. The white men threw up their hands directly the news of the rich finds on the Yukon reached them. Men who were making from \$4 to \$8 a day quit their work, left from \$40 to \$50 accumulated wages behind them, packed up all their belongings and took the nearest way to the Klondyke. In consequence the vessels now at the canneries are practically without sailors. The Chinese are there, and in most instances captains and officers have stayed by their ships. In hauling on a rope the Chinese are all right, but when it comes to the bending or unbending a sail they are more than useless. With the water front in San Francisco depopulated it looks as though the salmon fleet will remain in Alaskan waters for several months to come.

**SOUTHERN ARGONAUTS.**  
Parties From Santa Barbara Which Are Starting for the El Dorado.

SANTA BARBARA, CAL., Aug. 4.—The second party of gold-seekers to leave Santa Barbara left here to-night for San Francisco, where they will take the steamer Walla Walla to Port Townsend, transferring there to a vessel bound for Juneau. This party is composed of I. K. Fisher, Adolph Abraham, Frank Newman, J. C. Fox, A. D. Bernard and Lee Gardner. Fisher is an old mining prospector, having been in all the great gold excitements of this country since '49. Adolph Abraham gives up a good business here, one that most any man would be willing to take, and all the other members of the company are giving up lucrative positions to try their chances in the Klondyke. Each man of the party has provided himself with 1400 pounds of provisions and a number of sleds, the latter being made here and so arranged that they can be lengthened or shortened. These men intend to prospect the American side of the gold fields before venturing on British soil.

Another party leaves here Sunday, headed by a man who has put in eighteen years surveying through the wilds of Northern Canada. He intends going by a new route. According to the route laid out by him there will be no Chilcoot Pass with its terrors, no dangerous trips on the Yukon to encounter. From here the party go to Victoria, B. C., where they take the steamer to Vancouver, where they take the Canadian Pacific at this point to Lytton, then to the mouth of the canal. After a fifty-mile travel they go into camp for the winter. In the spring the party go to the Stewart River, prospecting all the way. If reports continue to be favorable from the Klondyke region until spring there will be a large number depart from here at that period.

**RIVER MEN ENGAGED.**  
Numbers of Them Going From Canada—Inspector Strickland Sanguine.

OTTAWA, ONTARIO, Aug. 4.—Agents for a leading timber firm, with headquarters at Ottawa, have been endeavoring to go to Klondyke as river men. Wages will be \$4 a month—certainly not excessive in comparison with inducements of \$10 to \$15 a day offered for miners on the spot. But the prospect for employment on lumber woods here is unpromising at present. Consignments of lumber have been hurried forward for the past few months in anticipation of the Dingley duties until the United States market is well stocked for a year ahead. Besides the imposition of \$2 the rate assures a cessation of shipments until the present supply is absorbed, so that the minimum one for the next two seasons.

Under these circumstances the offer of employment at the Yukon district is looked upon as a bonanza, and agents are being sent to pick up the best river men in the district. As miners these men may not count for a great deal, but in the all-important work of "getting there" and getting in early supplies to Klondyke via the inland waters of the Yukon, their experience will render them valuable.

**Will Send an Expert.**  
WASHINGTON, D. C., Aug. 4.—Secretary Gage has decided to send a mining expert to the Klondyke to estimate the amount of gold there.

# LOCATION OF PERU'S DIGGINGS

Maps and an Expert Report Received by Captain de Miranda.

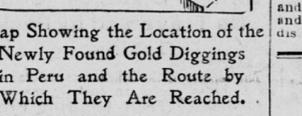
**ROUTE TO THE GOLD FIELDS.**  
Thirty Days of Diversified Travel Required to Reach Them.

**NEGOTIATING FOR THE ZEALANDIA.**  
The Enterprise of the Lancing Is Said to Be Purchased by Ross & Co. of Quebec.

Whether there will be one or more expeditions set out from this city for the reported rich gold finds in Peru will depend on the number of people who manifest a desire to go to the land of the Incas in search of fortune.

Numerous applications and inquiries are being made daily to those who are known to be connected with the enterprises of dispatching vessels to the South American republic.

It was learned yesterday that for the past few days negotiations have been pending for the chartering of the steamer Zealandia of the Oceanic Steamship Company, but nothing definite has yet been determined. Peter Backgalup states that he has secured an option on the vessel for



ten days, beginning with the 21st inst. On the financial conditions is that the charterer will not take more than \$30,000 worth of passengers. If he can do this he will be able to secure the services of the steamer for sixty days.

The projector claims that he already has about sixty applications for first-class fares and sixteen for third class. Should he succeed in filling the guarantee it is proposed to have the vessel leave about the 20th inst.

Important new facts were learned yesterday from Captain de Miranda, the Peruvian oil king, who is stopping at the Palace. He is in receipt of a report on the newly found diggings, made by a Spanish mining engineer, together with maps showing the location of the gold fields and the route by which they are most readily reached.

According to the statement of Backgalup, it will take about thirty days to reach the seat of the newly found gold fields in Peru, leaving here on a steamer.

What has heretofore stood in the way of development in these districts is the lack of good roads. Traveling is said to be most difficult and dangerous in the present condition of the country. Backgalup states that the Inca Mining Company is now engaged in the work of constructing roads that will cost in the aggregate about \$100,000.

"I am not trying to induce any one to go to Peru," said Backgalup yesterday, in speaking of his proposed enterprise. "I simply propose to furnish transportation for those who may make their minds to go there. Personally I feel confident that the reports of rich finds of gold in that country are well founded, but each man who goes will have to look out for himself. The first question I put to man when he makes application for passage is if he has \$500 in cash. I tell him that I will not take him unless he has, as I do not want to be held responsible for getting any one into a position where he may have to suffer hardships for lack of ready money."

"From advices that I have received I learn that Iquique, Pisagua and other cities of Chile are being virtually depopulated, owing to the fact that the gold has spread to that country from Peru and Bolivia. Owing to this great exodus it is difficult to get people to carry on the ordinary lines of business in many of the towns."

"When I was in New York about a month ago I met a Peruvian gentleman at the Jefferson Hotel who had just come from the new diggings. He showed me maps and plans of the mining properties he was interested in, and also some nuggets of pure gold. He informed me that he and his friends had located about fifty mines, and that he had gone to New York to secure the necessary capital to operate the same. He said that he would be ready at the earliest day. I do not now recall the gentleman's name, but I know that he was Minister of Finance during the administration of Caeceres. What he needed money for, principally, he said, was the construction of roads."

& Co. of Quebec, Canada, are handling the whole affair, and the day we leave, the fare to be charged and in fact everything in connection with the trip rests with them.

"This I do know. As soon as our coal cargo has been discharged the Lancing will go on Hunters Point drydock and will receive a thorough overhauling. She will be scraped and painted throughout, and if necessary accommodation for at least 1000 people can be provided. I am receiving letters daily from people who want to look over the ship, but have refused every one of them permission. What could they see with the two decks crowded with over 3000 tons of coal?"

"In the old days the Lancing carried over 1500 passengers every trip, but she was never as deeply laden as she is now. "Now, in regard to this voyage to the Peruvian gold fields Ross & Co. have arranged it that when the prospectors have reached the port of entry they will have a home to return to within any reasonable time. They will be carried to Peru for a fixed sum and the ship will lie in port awaiting their return for at least ninety days. That will give them a chance to test the mines, and if they do well, all right. If they fail we will bring them home again."

"A week from now you will see the Lancing on the berth for Peru. Why, yesterday I was offered 23 9/11 to carry wheat from here to Europe, and laughed at the offer. I have more requests for passage from people who are anxious to seek for the gold of the Incas at present in my pocket than would make those figure look pale when placed in comparison."

**IT IS IN PAUCIRTAMBO.**  
Mr. De Miranda Describes the Location of the New Gold District in Peru.

Captain E. de Miranda, whose rooms at the Palace Hotel have been filled for the past week or more with anxious inquirers about Peru, has received from the Peruvian Consul-General at New York two important maps, showing to some extent at least the gold fields.

"The general map shows the railways, and the other one shows the rivers along which the gold is found," said Mr. de Miranda. "The latter shows an area of about 200 square miles. Putting it another way, the district as shown is about 20 and a half degrees in extent. These mines are in the province of Paucirtambo, a large portion of which is in the Andes Mountains. All the affluents of the large Madre de Dios River are in this district, besides those of the important river Urubamba. In short it may be said that the gold region is along the watersheds of that part of the Andes."

"The towns of Guzco and Churu are both in the district, the latter being in one corner of it and Churu being about thirty leagues away. The altitude of Churu is about 10,000 feet. At this height in that part of Peru there is no snow at any time of the year, or at least none that cuts any figure. In this respect the country is vastly different from the Rocky or Sierra Nevada mountains, which at the same altitude would have enormous falls of snow. It is cool, however, for most of the year."

"Both placer and quartz mines are found there. Mr. Hardon's mine is the Santo Domingo, near Churu. The temperature in the district is a mean of 15 or 16 degrees centigrade. The snow is in from 12,000 to 14,000 feet. There is no snow at Arequipa. It is cold, however; that is to say at least that it is not warm. There is an abundance of water and plenty of fine timber, including mahogany and many other kinds of hard as well as soft woods."

"It is very healthy in that country," continued Mr. de Miranda. "The air is pure, and altogether it is a very comfortable and pleasant place in which to live. The distance from here to Mollendo, the port for Iquique, is 300 miles. We have plenty on hand for Iquique to go. Can only furnish a partial list. See our complete list of Alaska goods. You can save a handful of nuggets by placing orders with us. Have added largely to our force, and are now able to serve all who apply. Local business and city business will be handled as usual. Special force for this work."

**EVAPORATED POTATOES,**  
**EVAPORATED ONIONS,**  
**EVAPORATED CABBAGE,**  
CALL AND SAMPLE THEM.  
DESSICATED SOUPS, 1-lb tins.  
EVAPORATED CORN, 1-lb packages.  
ALASKA HEALTH BREAD.

**WE ALSO HAVE—**  
Oil Bags for Packing, Canvas Bags for Packing, Fur Blankets, Caps, Clothing, Extra Heavy Arctic Wool Clothing, Patent Blankets, Klondyke Comforts, Yukon Stoves Complete \$3.75. Snowshoes made by Indians.

Prices are right, goods are right. Facilities for packing and shipping are unsurpassed. Do not go unprovided.

**SMITH'S CASH STORE**  
THE BIG STORE AT THE FERRY—25-27 MARKET STREET.  
**To Klondyke and Dawson City.**  
**ALL STEAM ROUTE**  
By new, fast and elegant steamship "HUMBOLDT," 1000 tons, to St. Michaels, and by steam barge up Yukon River to Dawson.

Leave San Francisco - - - August 9.  
Touch Seattle - - - August 13.  
Arrive St. Michaels about - - August 20.  
Arrive at Dawson about - - September 10.  
Navigation Closes about - - October 1.

**FARE \$300, INCLUDING 150 POUNDS BAGGAGE**  
Extra supplies, not exceeding 1000 pounds per passenger, carried at 10 cents per pound.  
Captain Peterson, a licensed Yukon River pilot, has been signed to pilot the steamer up the river, conducted by Seattle & Yukon Commercial Co., whose manager, W. D. Wood, accompanies same to Dawson City.  
For tickets or information apply at  
**OFFICE OF HUMBOLDT STEAMSHIP COMPANY, 317 CALIFORNIA STREET**

**KLONDYKE & YUKON**  
The cheapest and most practical way of reaching the Klondyke is by river, using a "UNION" KEROSENE OIL ENGINE.  
This engine will run a 25-foot tow 1900 tons in 200 hours, using only 150 gallons of kerosene. Best with 1000 lbs. of coal. Kerosene can be obtained at lowest wholesale price—10 cents per gallon here. Coal for trip 1900 miles, \$18 per ton.

which one enters to reach the mines, is 4563 miles. A standard-gauge railroad runs from Mollendo to the gold fields. It enters in first to Fumo, and from this place there is a branch to Sicuani, in Guzco. The total length of this line, which is called the Southern, is 418 miles. Several steamers connect with the road and carry people across Lake Titicaca to the city of Chulavita. This place is connected by another road with La Paz, the commercial capital of Bolivia."

**LIFE!**  
YES, YOU ARE STILL ALIVE, BUT you are not fully alive. A big part of you is half dead, and as sure as two and two make four, so certainly will the rest of you be half dead if you are not careful. Why will you continue to lie to yourself? Is it not true that you have trembling hands? Is it not true that you fear all sorts of things? Is it not true that you are despondent and disinclined to work? Is it not true that you see specks in front of you at all times—especially in the morning? You know that some of these questions must be answered. "Yes," but you are trying to make your poor brain think that black is white. Stop it!

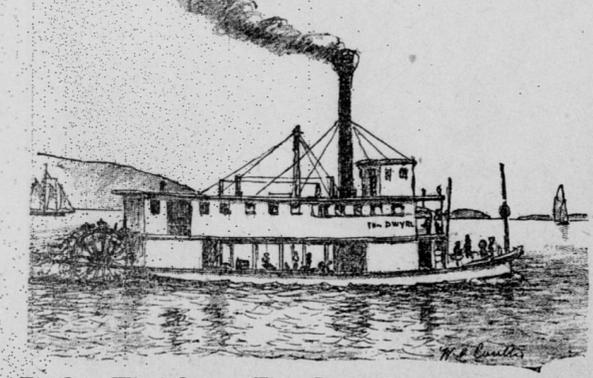
**LIFE!**  
Ay! life itself is yours if you will but have it. Full life—perfect enjoyment, glorious mirth, splendid spirits, good sound, refreshing sleep and the sense that you are in all respects a whole man if yours if you will cease trying to persuade yourself that you are not "bad" yet. Continue with your present folly and the result will be—well, it is too horrible to print. Come to your senses to-day and write and ask what that marvelous remedial-treatment "Hudyan" has done for others. It has promptly and most permanently cured thousands on this continent. AND IT WILL CURE YOU! Circulars and testimonials cost nothing. Is it too much trouble to inquire if it will save you?

**LIFE!**  
You need not be afraid that you are dying if you have eyebrows that are getting thin, little ulcers in your mouth, copper-colored spots on your skin, or any one of the numerous things that indicate a form of blood taint. Ask for 30-Day Blood Cure Circulars. Thousands cured thoroughly, and the cases include the tertiary as well as the secondary and primary forms.

**HUDSON MEDICAL INSTITUTE,**  
Stockton, Ellis and Market Sts.  
SAN FRANCISCO, CAL.

**ANTI-JAG**  
A MICROSCOPIC CURE FOR DRUNKENNESS. Can be given secretly at home. It is harmless. All druggists, or write Remond Chemical Co., 64 Broadway, New York. FULL INFORMATION FREELY MAILED FREE.

**PLENTY ON HAND.**  
Notwithstanding we have outfitted 300 men for Alaska we have plenty on hand for Iquique to go. Can only furnish a partial list. See our complete list of Alaska goods. You can save a handful of nuggets by placing orders with us. Have added largely to our force, and are now able to serve all who apply. Local business and city business will be handled as usual. Special force for this work."



The Stern-Wheel Steamer Thos. Dwyer That Arrived Yesterday From Sacramento, to Be Fitted Out for Passenger and Freight Business Between St. Michaels and Dawson City on the Yukon.

**MINERS FROM OHIO.**  
They Say San Francisco Is the Best Place to Purchase Supplies.  
A party of three young men from the East reached here yesterday on their way to the Klondyke. The party consists of E. H. Clear and George W. Danham of Cleveland, Ohio, and J. W. Frankel of South Bend, Ind.

Mr. Clear represents a syndicate of ship