QUARTERS IN SEATTLE.

Organized-Capt. Rich. Steamship Due mary 15-Three River Are New Being Built.

The organization of the Columbia Navi-ation & Trading Company and the dis-clution of the North American Steam-hip Company is a result of trips made o the East by Capt. Richard Chilcott and H. C. Colver. They went to New fork in the interest of distinct proposi-ions, and while there effected a combina-tor of two leaves. of two large Eastern companies, h will make a steamship line be-Seattle and Dawson strong in cap al and well equipped for competition with he largest organizations in the field, leattle gets the benefit of being the new ompany's headquarters. Two steamers, ir the Yukon will be built in Ballard, ad all supplies for the vessels and outs for passengers will be purchased in its city.

Capt. Richard Chilcott, in connection with another proposition had given a con-tract to Thomas Reed, of Ballard, for wo river steamers. He went East to trchase an ocean steamship, but, in-rad, joined forces with the Columb'a avigation & Trading Company. The tter, in turn, is formed of a combinaon between the Columbia Navigation company and the Lewis-Klondike Comany, of New York. In consideration of urnishing two river steamers to operate with the ocean steamship City of Colum-la, Capt. Chilcott holds a one-third inbia. Capt. Chilcott holds a one-third in-terest in the company, which has a paid-up capital of \$250,000. The Lewis-Klon-dike Company has one steamer now build-ing at the mouth of the Yukon, making three river steamers in all. Prominent Eastern men interested in the scheme are S. L. Kent and Harrington Emerson, of Philadelphia, and William H. Evans, of

Baltimore.

The steamship City of Columbia will sail from New York December 16, and is expected to arrive here February 15. She will have about seventy-five passengers, thirty-five of whom will be women. The Columbia is a three-decker, with capacity for carrying 600 passengers and 1,000 tons of freight. She has been especially fitted up for Alaskan service. The between decks has been cleaned out and devoted to passenger accommodations. etween decks has been creamendations. evoted to passenger accommodations. The forward part of the main deck has Atted up as a dining saloon, capable sating 220 people, while the after, or nal saloon, will seat forty people. All of seating 20 people, while the after, or original saloon, will seat forty people. All the fittings are modern. The steamship was built in 1850 in Greenport, N. Y. She is 26 feet long, 23 feet broad and 22 feet beam. Her speed is thirteen knots.

The Columbia is scheduled to leave here for St. Michael May 15, and she will have one of the first big loads of passengers to reach the mouth of the Yukon next spring. Beforg going to St. Michael she will probably make one or two voyages between this port and Dyea and Skaguay, to fill in the time profitably until the Yukon opens. Next Wednesday there will be launched in Ballard the first of the company's river steamers. It is now completed save for the finishing touches. Its length is 150 feet, breadth of beam thirty feet and draught when loaded about twenty inches. The ways will no sooner be vacated than the construction of another steamboat, 180 feet long by thirty-five feet beam will be started. Capt. Lewis, of Baltimore, an old Atlantic coast deep sea captain, for years in the revenue cutter service, is in the city to superintend the construction of the second boat, which is to be named the William H. Evans. The two other boats are to be named after Emerson and of the second boat, which is to be named the William H. Evans. The two other

as follows:

On the ways at Ballard are a number

vessels upon which repairs are being made. Among them is the iron steamship Clara

Nevada, owned by the Pacific Alaska Transportation Company, an organization

composed of Portland capitalists, headed by H. P. McGuire and William W. Mc-

Guire. This company was in the Alaska transportation business last summer. Of-fices and headquarters have been estab-

lished in Seattle, because they believed that to secure their proper share of busi-

mess they must operate from this city.

"I am in this for business," said Mr. McGuire yesterday, "and we found that if we were to be in it we had to come to Seattle with our proposition."

This company is building two river boats for the Yukon, which will operate in conjunction with their two ocean steamers plying between here and St. Michael. The

Clare Nevada was examined yesterday by the United States steamboat inspectors.

She is 180 feet long, 600 tons burden, and

Another Portland capitalist, W. A. Bantz,

who a short time ago organized a company

backed by New York financiers, has been

in Seattle several weeks, quietly pushing the work of boat and dredger building to

arry out the intentions of his company. A

few days ago he received by rail from New

York a smail steam launch, which is now

anchored at the Mechanics' mill wharf.

This will be utilized as a tender to the

steamboat dredgers and barges to be operated on the rivers and inlets of Alaska.

The company is building one of their steam-

boat dredgers in West Seattle. It will be equipped with all modern river mining

machinery. This dredger will be launched within two weeks, and when affoat will

comprise a whole mining camp within it-

self. Besides centrifugal and syction pumps and engines, there will be a dynamo

and electric plant and portable sawmill

plant.

Mr. Bantz has purchased the steamer

been on the Snohomish river run. She is

LARGEST EVER BUILT.

The Yukon Co.'s New Steamship for

the Alaska Trade.

A dispatch to the Philadelphia Press om Chester, Pa., gives more information

about the steamer being built there by

the Roach company for the Yukon com-

pany. It says:

"The largest coasting ship ever built in this country has been contracted for by a local shipbuilding company. It is descined for the Alaskan trade and is to be built for a company of Seattle, Wash. It will be of 5,000 tons burden.

"The plans call for a steel steamship 415 feet long, 47 feet beam and 27 feet depth of hold, with a carrying capacity of 4.000 tons of coal and cargo. This is almost as large as the City of Pekin, which was considered a maritime wonder when built. The new ship will be but five feet less than the Pekin. The Washington, as the new steamer will be called, will contain six boilers and an engine of 4.000 horse-power, sufficient to drive her fifteen knots an hour in ordinary conditions of weather.

rst-class, 300 second-class and 450 third-lass passengers, standee berths being pro-ided for the latter. The joiner work will e plain but substantial and the ship will e one of the largest passenger carriers wer built.

The work will be pushed rapidly, as it

ster. The company contracting for the ishington will establish a route between title, Wash, and Dawson in the spring, steamship line will connect Seattle and Michael. Alaska, at the mouth of the kon river. From there a line of river amers equal in construction and applications to the best Ohio and Missister of river steamers will take the season of river steamers will take the season.

ppl river steamers will take passengers om St. Michael to Dowson, the whole urney from Seattle being covered in venty days in safety and comfort. The

is desired that the steamer be delivered as soon as possible. On leaving Chester the Washington will go around the Horn to take her place on the Alaskan route in summer and in the Pacific coast trade in winter.

being enlarged and refitted.

pany. It says:

licensed to carry 160 passengers.

largest of the river steamers will 00 passengers and 250 tons of the next largest 250 passengers and 150 tons, and the smallest 100 passen-gers and 100 tons. None will have a draught of over twenty inches. They will leave here May 1, going by the inside pass-age to Dutch harbor and from there oreaking across the Bering sea to St. Mi-chael whenever opportunity offers. Capt. Chilcott intends to have built in Port Blakeley as soon as possible three more river steamers 125 feet in length by twenty-six feet breadth of beam. They will probably be run on the Yukon inde-

pendently. N. A. S. S. Co. Wound Up. The affairs of the North Americ Steamship Company, which has flour-lahed here for several months under the management of Charles T. Battelle, of Portland, were wound up yesterday after The company was organized here several months ago, those chiefly interested being Battelle, Capt. Chilcott and H. F. Btarkey, of New York. Capt. Chilcott contracted for the construction of twee reamers and about three weeks ago we East to purchase the steamship State of Texas, of the Mallory line. He arrived in New York Monday night and on Tuesday had completed all arrangements for the purchase of the vessel for \$70,000. Buttelic and Starkey were interested to the tlated a loan of \$40,000 on a mortgage on the steamer. On Wednesday he received a telegram from Battelle telling him to cancel all arrangements as he had learned that the Texas was unseaworthy and could not be insured. Chilcott was forced to tell 'nose with whom he had been i part and the purchase of the Texas his part and the purchase of the Texas was given up. Chilcott then decided to identify hirself with the Columbia Navigation & Trading Company. Upon his return to Seattle he severed his connection with Battelle. Whether the latter will

Special Today....

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LARGEST ASSORTMENT, LOWEST PRICES. SATISFACTION GUARANTEED.

FREDERICK, NELSON & MUNRO,

Furniture, Carpets, Draperies, Ranges, Etc.

not yet decided. H. H. Starkey has been given the privilege of coming into the new company, as his relations in the past with apt. Chilcott have always been pleasant,

The local agents of the company will be H. C. Colver and Capt. Chilcott. After the first load of passengers brought around from the Atlantic coast, tickets will be sold from Eastern points overland

WHY THEY ALL COME HERE. tig Transportation and Mining Com panies Leave Portland to Op-

ernte From Seattle. In the thriving suburbs of West Seattle and Bailard there is great activity in ship-building and repairing in preparation for the Alaska-Klondike trade in the spring.

be ready for delivery at the opening of navigation, early in the spring.
"In addition to the Washington, the same company will put in service at the opening of navigation a fleet of first-class ocean steamers on its route. The other steamers on the line have been purchased and chartered for the service, and it is likely that within a few months the same Chester firm that builds the Washington will be given an order for another steamer of the same size and description as the Washington.

er of the same survey. Washington.

"Work will begin on the new ship at once, and as soon as she is laid down and the material arrives there will be a considerable increase in the working force at the shipyard." A Carload of Cigars for Klondike.

A dispatch from York, Pa., to the Philadelphia Press says that for about four weeks a local cigar manufactory has been rushed in completing an order for a car

The Battleship Oregon and Her Officers. The battleship Oregon, now at the Puget Sound naval station, will probably not go on the drydock until some day in

the early part of next week. Since she was last in Seattle her personnel has been somewhat changed. Her officers now are

gator; Lieutenants W. H. Allen, H. W. Harrison, A. A. Ackerman, E. W. Eberle; Ensigns C. L. Hussey and R. L.

Johnson; Chief Engineer R. W. Milligan; Past Assistant Engineer C. A. Offley; Paymaster S. R. Calhoun; Surgeon P. A. Lovering; Assistant Surgeon W. G. Grove; Chaplain J. P. McIntyre; Capt. R. Dickins, U. S. M. C.; Lieut. A. R. Davis, U. S. M. C.; Assistant Engineers J. N. Reeves and J. W. Lyon; Cadets Yarnell, Miller, Overstreet, Ma-

gill, Giles, Kempff, Jansen and Leahy; Pay Clerk Murphy; Boatswain J. Costello; Gunner A. S. Williams; Carpenter

Klondike. The cigars will be shipped to

Seattle. Next spring they will become

part of a cargo on a steamer now build-

TO YESLER WHARF.

The Washington-Alaska S. S. Co.

Leaves Schwabachers—The Rosalie Goes North.

The steamers of the Washington-Alas-

kan Steamship Company will have their headquarters after this week at Yesler

wharf, G. F. Thorndyke, agent of the

wharf, having charge of the handling of all freight. The first steamer to leave

under the newarrangement will be the City of Seattle, scheduled to sail next Monday. When the Rosalie returns from the voy-

age to Alaska, on which she sailed last night, she will stop at Yesler wharf.

The steamers of the Washington-Alaska Steamship Company and the Alaska Steamship Company, before it, have been

docking at Schwabacher wharf for the last two years, and the change of base an-

nounced yesterday was something of a surprise to those on the outside. Manager Charles E. Peabody explained that the

company desires a dock more centrally lo-cated than Schwabacher's.

It is known that the company is plan-

ning the acquisition of two more steam-ers to run to Dyea and Skaguay. They

will be vessels of about 1,000 tons and selected especially for speed.

Frank Burns, Alaska agent of the com-

pany, has postponed his return to Skag-uay until the sailing of the City of Seat-

tle next Monday.

The Rosalie sailed last night for Dyea and Skaguay with the following list of

Greenfield, Charles W. McDonald, Clark James, L. E. Benson, R. L. Hall, J. F. Benson, Richard Grant, Lottie Orr, Mr. and Mrs. E. Doyle and daughter, Louis Orr. W. G. Casselo, Mrs. John Winn, W. C. Evans, E. P. Watson, J. D. Gass, Mrs. Anna Wood, Miss. A. Divon, Files, Nrs.

Anna Wood, Miss A. Dixon, Ellen Stew-art, E. T. Martin, A. H. Brackett and for-

Bark Colorado Sails Next Week.

early next week, in tow of the tug Pic neer, having aboard the balance of the equipment necessary to the completion of the C. R. & T. Co.'s tramway. She will have 1,000,000 feet of lumber, a pile driver,

Duck Hunters. Shells loaded by Dutcher to suit your wn idea. Any powder desired. Bilger

REMEMBER the Post-Intelligencer Scribner's History offer closes today. Full sets on exhibition at office until 10

CASTORIA.

hat H. Fletcher, wapper.

boilers and engines.

& Going, 804 First avenue.

The bark Colorado will leave for Dyea

passengers:

Local Railroad Men Discuss the Situation.

AMERICANS AGAINST THE C. P.

The Four Transcontinental Roads Canadian if the Latter Inaugurates a Fight-The Claim for a \$5 Differential Without Reason-The Contest for Alaska Business.

In the railroad offices yesterday the Chicago dispatch published in yesterday's Post-Intelligencer, in reference to the re-jection by the American transcontinental lines of the Canadian Pacific's claim for its old & differential, was read with much interest and was largely commented upon. Expressions of opinion were general that the Canadian Pacific, after growling in load of cigars which will be exported to true British fashion for a short spell,

would subside and take its medicine.

There was some talk to the effect that a

rate war, and slashing of rates to the

Coast to apply on Alaska business, might follow, but the general sentiment was that the Canadian Pacific would not inaugurate such a condition of affairs

without carefully calculating the chances

"The Canadian Pacific's claims for a

differential are based on wrong premises and were never justified by good sense or

and were never justified by good sense of policy," said a well-known inhabitant of Railroad square. "The Sunset has no dif-ferential from Portland to Mississippi river points; the Northern Pacific never

claimed one on Chicago business out of San Francisco. The Canadian Pacific is

a few hours shorter to several Eastern

points, but they would never think of giv-ing the American lines a differential on

"The fight that is being made for this

advantage is conducted by W. R. Callo-

way, general passenger agent of the Soo line and formerly district passenger agent of the Canadian Pacific at Toronto. The Canadian Pacific is determined if possible

to secure some advantage over the Ameri-

can lines. A differential of \$5 would be a great advantage and, although they may know they are not entitled to it, of course they will press their claims as long as they see a possible hope of their being

"The truth is that the Canadian Pacific

already sees that the American lines will do the greater part of the Klendike trans-

continental business next year, and they

are looking about for some way in which to even matters up. Of course they are

in a position with their subsidy to do some kinds of business cheaper perhaps than can the American lines. Yet, in spite

of this. I believe the passenger depart-ment of the Canadian Pacific will see the tuwisdom of bringing on a rate war at

this time, particularly when they would encounter the solid and combined opposi-

War to a Finish. "If the Canadian Pacific should, how-

find that the four American transcon-tinental lines will more than meet them.

for a ticket to Seattle. He says he wants to return by another route, say the Canadian Pacific. At present he can buy a round-trip ticket and have the choice of returning by any of the five roads, the Canadian Pacific included. If that road should inaugurate a rate war, the American lines would in mediately refuse to sell round trip tickets good to return that way. They would say to a man traveling West over the Union Pacific or the Southern Pacific: We can ticket you hack

but not over the Canadian Pacific Such a course would result in loss to the Canadian road so great as to make any

ion of their American competitors.

against success.

such business.

granted.



Middy

Suits

Boys'

And Reefer

\$3, \$4, \$5.

Overcoats.

Unquestionably the handsomest

\$3 Up.

Men's Suits.

Ages 14 to 20 years. In single

in fancy plaids and neat mix-

\$6, \$7,

\$8, \$9,

Young

that. If there is to be a rate war, the American lines will be in it to stay. But, as I said, I don't see how the Canadian Pacific can afford to follow the course which the Chicago dispatch in the Post-Intelligencer indicates is contemplated by the passenger department of that road.'

San Francisco Steamers. Steamship Walla Walla sailed for San Francisco yesterday morning with the following list of passengers from this city: B. F. Middleton and wife, Miss A. Sweetzer, Miss M. Stockmeyer, W. H. Meyer, Ed Jacobsen, Sam Johnson, Mrs. S. V. Younger, E. Davey and wife, A. G. Clatfelton, C. C. Swan and wife, A. C. Frey, C. E. Patton, Mr. Cook and wife, Miss Forbes, Mrs. Edgerton, Mr. Wood, Mr. Charters, Mr. Clarke, Mr. Dillon, C. I. Jossem, A. Morgansoff, H. Raveno, Charles Smallbridge, Miss Davis, Mrs. A. M. Pease, H. Sanders and wife, William Bach, Thomas Snyder and wife, W. D. Lakin and wife, J. A. Stream, Charles Bynell, Charles Sheets and seventy-two

Steamship Umatilla arrived yesterday morning from San Francisco. Steamer Cleveland, due from San Francisco with passengers and freight, has not yet reported.

Women are more cunning than men in concealing gray hair and baldness, and are wiser in selecting antidotes. Hall's Hair Renewer is a favorite with them.

The Idaho mine has paid another divi-dend of \$30,000, making \$240,000 to date.

Boft, White Hands with Shapely Nails, Luxuriant Hair with Clean, Wholesome Scalp, produced by CUTICURA SOAP, the most effective skin purifying and beautifying soap in the world, as well as purest and sweetest, for toilet, bath, and nursery. The only preventive

of inflammation and clogging of the Porks.

Stormer Bicycle Given Away

With our Teas, Coffees, Spices and Baking Powder. Bicycles and watches real easy to get. Come to our stores and let us tell you how to get them. 803 Second Av.-309 Pike St. Tel., Red 31.

818 First Av.

Try our 25-cent lunch from 11 to 3 P. M.

French Dinner from 4 to 8 P. M.

for 50 cents.

Royal Restaurant,

818 First Avenue.

HERE IS A

tinental lines will more than meet them. These roads will be united and they will carry the war to a finish. They will have every advantage, for they will be in a position to shut the Canadian Pacific out of a large part of the business it now derives from American sources. For instance, a man living in St. Louis makes up his mind to come West and see the country. He goes into the general offices of one of the American roads and asks for a ticket to Seattle. He says he wants to return by another route, say the Cana-BARGAIN

House costing \$6,300 for sale for \$3,600.

Must be sold at once. New, modern, excellent

Location unsurpassed.

Daniel Jones & Co. Room "C" Bailey Bldg.

GOING TO THE **KLONDIKE?**

Send your address for particulars, maps tinerary of the "Dawson City Relief Ex-medition" and other trains. Weekly service January 15th from Seat the by steamer to Fort Wrangel, thence by the Klondike Rapid Transit-Glover Loop-motives recommended by the Hon. Secre-tary of War-over River, Lake and Land, arriving five months earlier than by any other system of transportation. Address Klondike Snow & Ice Transit Co.,

E. I. ROSENFELD, Gen. Mgr.

Men's Nobby

Kline & Rosenberg.

pairs of Men's All-Wool Cassimere Pants. Compare them with any trousers sold at \$5. Our

Trousers.

\$3.50. Reefers and

> **Ulsters** Cheaper Than Doctors'

> > Bills.

Great big comfortable Ulsters. large storm collars, our price

\$10.00.

The Best. Nothing But the Best Men's Clothing Sold in Our Store.



-THAT-

\$10, \$12, \$15,

> WIII Buy Here.

KLINE & ROSENBERG

Nos. 625 and 627 First Av.

A Hint to **Christmas** 3 noppers.

expressed a desire to receive a musical gift book for Christmas that we have imported a large stock of the most beautiful books published. It is the ambition of every musician to pos-sess a musical library and nothing could be more acceptable than a volume to add to such a

collection. Among the many works which we have in stock we may men-tion the "Anecdotes of Great Musicians." "Celebrated Pian-ists." "The Wagner Opera Stories" and theoretical works as being especially desirable for a

library number.

When you call upon us ask to examine our famous Schermer Library. In the list you can find all of the classics and biographi-cal sketches of the great com-

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Rooms With on Without Baths.

Just Received Direct Import Order of

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Decorated China

From Limoges, France, Including

Chocolate Sets. Ice Cream Sets. Game Sets, Fruit Sets, Etc., Etc.

These goods are high art productions, and are the finest ever shown in Seattle.

-AUSTRIAN-JARDINIERES.

We also show a selection of superb Hand-Painted Jardinieres and Pedestals, imported direct from

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Mackintoshes.. syme

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Clearance Sale. Ten per cent. off until new goods arrive, which will be about December 15.

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