NOME IS OVERRATED

The Big Companies Get Most of the Gold.

BEACH WASHING VERY SPOTTED

Gold-Saving Machinery of Little Use—Scenes at the Landing and in the Camp.

NOME, Alaska, July 3.—It is reliably estimated that Nome contains a present population of 20,000 souls, and that 5000 more will arrive by next trip of steamers of the Arctic fleet. Inasmuch as many are daily returning home or striking out for the interior, Port Clarence and Golovnin Bay, however, it is extremely unlikely that Nome will even be any larger than it is now.

That the rush to this country is a product of the industry of transportation companies is quite patent to the casual observer. Nome is about the worst case of inflation that could well be imagined or that the world has known since the days of the Mississippi bubble. Everything is overdone, and already prices are tumbling. Meals are 50 cents that three weeks ago were $1 50. Wages have dropped from $1 50 an hour to 50 cents; coal-oil from $15 a case to $5; lumber from $150 a thousand to $50; hauling from $10 to an hour to $3, etc. Yet in spite of the rapid descent of prices, building continues unabated. The sound of ax, hammer, saw and caulking mallet can be heard continuously night and day. One reason for this exists in the fact that our nights are as light as the days, and work can continue unimpeded throughout the entire 24 hours.

The municipal landscape changes in a night. Buildings of all sizes, shapes and degrees of finish are going up in every direction, except seaward. No reckoning is made of what's to come in the next 30 to 60 days when the population has become depleted by the steady exodus for home and other more promising parts of the country. The town is already two miles long, and still growing, as to improvements. On Front street a small space could have been rented for $250 a month, 14x16 feet in size a week ago, but the price has risen to $400 a month.

Our office is upstairs on Second street in a room nine feet square, unfinished—price, $50 a month. Messrs. Keenan and Green, of Portland, occupy the office across the hall, overlooking Steadman avenue—a street or alley 25 feet wide.

The beach claims here are worked out, the tundra is of no definitely known value and the creek claims on Anvil, Dexter, Glacier, Snow and a few other good gulches or creeks, are owned by a comparatively few men, and so there's nothing for the thousands of men who have come here with the expectation of finding paying claims on the beach or back in the hills for the asking. The beach is being worked over for the fourth or fifth time, but save a spot here and there, which is paying perhaps $10 a day, the ground worked is not paying more than $3 to $6 to the man.

Small Boats for Coasting.

Rowboats are being built by the hundred by parties of two to ten men, who are bound for Port Clarence, west, and Golovnin Bay, east, and other points along the beach and up some of the streams that empty their waters into the ocean between Cape York and Norton Sound. Some good strikes may be made by a few of the thousands of prospectors who will be scouring this part of Alaska within 30 days. We hope so, at least, but just now there seems to be nothing to justify the present unprecedented rush to the Arctic gold fields, and the disappointed argonaut has become a familiar sight on the streets of Nome.

Many Oregonians are here, and some of them are doing fairly well in business. Others are looking about for opportunities to secure mining ground, so far without success. Sam Barr, of Portland, is here, with his cows, and doing first-rate, but reports prices declining. He will do well probably during the Summer, and so get out in good shape. Not so with horseflesh, however. What horse-owners will do with their horses in the Fall is a problem. There are many horses in harness along the beach, and some of the finest draft animals I ever saw, and wagons galore. For the man who arrived early with a good team there was good money, but for him who arrived late there was not so much, the congested condition of freight along shore having been relieved, and prices consequently declined.

Mr. Yogrin and the Misses Leabo, of Portland, have done well since the day they started. Their restaurant is well situated and liberally patronized. A square meal in their place costs $1. Otto Burckhardt and his partner, Mr. Eberly, are doing pretty well in the real estate business. The Turner boys, of Portland, are looking for mining interests. Captain Cedarburg, his brother, and Captain Oleson are looking up their mining interests acquired last year, and will probably get to work in a week or so. Mr. Hammond, of the Hammond Dredge Company, is quietly setting up his fine plant, and will soon be at work.

Claims Had Been Jumped.

One of the interesting features of the situation here is the condition many found their claims to have assumed upon their arrival. Colonel Woodbridge, for example, who came in on the Senator with a fine and costly mining plant, found 405 tents pitched on his tundra claim, and, upon notifying the occupants to move, was peremptorily told to "go to." The only course left the Colonel was to wait until the court convenes, on or about August 1, or invoke the aid of the military forces to eject the invaders. The latter will be the quickest and most effective method, and will probably be resorted to within a few days. What the army of tenters will then do is another cold, hard problem of the frozen north.

Dr. Surman, of Portland, is erecting a commodious frame building in the east end, and will probably have it completed within a few days. The doctor has been quite ill, and narrowly escaped pneumonia.

Al Brown, of Portland, is here with his team, and, although he arrived late, he is doing quite well. Dr. Pohl is a practicing physician in Nome, is doing well, and well satisfied. Captain Watson, Cader Powell and Frank Newton seem to be quite busy, and pleased with the outlook. T. F. Kane and Mr. Carter, formerly a resident of Albina, are in the newspaper business. They are connected with the Gold Digger, and doing very well. Mr. Carmichael, once a citizen of Portland, reports business in his line overdone, and prices receding. He will return to Skagway, where he has been making his home, and remain there. He says Skagway is one of the best points for business in Alaska.

Al Cody and Mr. Hoxsie, of Portland, are making money and looking happy. W. H. Warren and wife are located in West Nome. Mr. Warren is prospecting the beach with fair success.

I see T. J. Hammer on the streets occasionally, and, as he appears to be busy, I infer that he has not contracted cold feet. Frank Shuck, formerly of Portland, who came here with a stock of tents, canvas, etc., has sold out at good prices and will return to Seattle tomorrow. I met Charley Bray, who has many warm friends in Portland, and he is doing very well at $122 50 a week, and pleased with conditions here. S. S. Cook, of Vancouver, is connected with the military post here. Major Rudolph Ebert, who is quite well known in Portland, is Surgeon of the post. Mr. Cline and George Wintermantle, of Portland, have a stock of builders' materials, and are making money fast.

Many came here this Summer to find their lots and cabins occupied by squatters, even their cooking outfits, and, in a few instances, provisions, being used by them, and seemingly there was no recourse, except possibly, by a slow, tedious process of law, and even then with considerable uncertainty as to the outcome.

The Landing of Goods.

Reverting to the landing of passengers and freight from the vessels of the Nome fleet, I wish to say that it was a sight very rarely witnessed in any part of the world. In fact, I doubt if any comparison could be made between the landing upon Nome beach this year, and any circumstance of a similar character that ever took place. For half a mile the beach looked as if strewed with wreckage from some great marine catastrophe. Freight of all descriptions, from ponderous mining machinery to a box of soap, was piled 15 feet high, and in such close proximity to the water that, had a storm arisen—such, for example, as occurred a week before we arrived, when the whaling bark Alaska was blown on the beach and ground to kindling-wood—at least, $1,000,000 would have been lost to the owners. At one time I counted 43 ocean vessels—steam and sail—in the harbor. Passengers were landed in scows, small boats and launches. The scene on shore was simply indescribable. The lighterage companies, like every other graft in Nome, had the transportation lines completely at their mercy, and instead of beginning with one boat and finishing the work, would run from ship to ship, taking off a load here and there, and dropping it at any spot convenient to the lighterage company, not to the owner. Then a constant stream of horse and dog teams up and down the beach between lighters and freight interfered with landing, and looking out for freight, and while considerable was damaged, much more was lost to shippers in the melee, and not recovered at all.

Considerable Sickness.

Owing to the poor sanitary conditions (in fact there is a total absence of preparation and precaution against disease), there is considerable sickness here now, and with the advent of the rainy season the ravages of disease will fearfully decimate the large and congested population. Pneumonia, typhoid fever, dysentery and typhoid malaria are now the prevailing maladies, and the last three will become more epidemic as the season advances.

Houses and tents are built as closely together as they can be to admit of passageway between, and with absolutely no drainage whatever. Many of these domiciles are built on the tundra—a rotten bog hole from which malarial exudations pervade every nook and corner of one's habitation. A number have died already—of pneumonia, however, and bullet wounds, which seems to be no fault of the drainage—and many are sick with pneumonia, typhoid, smallpox, brought here by the steamships Ohio and Santa Anna, both of which vessels were quarantined, but not until a case or two of smallpox had been brought ashore.

The town has been turned over during the past few days to the military authorities to cope with existing conditions as well as they can, pending the arrival of the court, about the 1st of August. This may result in some good to the town in the way of better sanitation.

A number of men have been shot since my arrival, but, considering the chaotic conditions and confusion in landing and securing suitable locations, and the fact that men of all grades of society have been attracted to the Northern gold fields by the widespread advertisement they have received in the press of the country, very little lawlessness has prevailed.

Many Are Stranded.

It is certainly remarkable, but nevertheless a fact, that hundreds of men and women are here stranded—neither money nor work, and people of culture, refinement and education, as well as those of the lower classes of society. Every steamer departing for the States carries a greater or less number of disappointed goldseekers returning home wiser and sadder if not richer men. Business and professional men who have secured good locations are doing and will do well, but the gold-diggers comprise the majority, and Nome holds no golden chalice to their lips.

It is rumored that steamers of the Nome fleet have all lost money on their first trip, which I believe is true, considering the delays in reaching Nome and the great cost of lightering, and that they propose to get even, if possible, by charging $150 first-class for the return trip in the Fall. It is rumored also that the various transportation and commercial companies intend to work up another excitement for Golovnin Bay or some other point for the season of 1901, and that they are at present quietly working to that end. So soon as I shall have ascertained the facts in regard to the Golovnin Bay region, I will send them.

The gold belt extending along the coast to and beyond Golovnin Bay has not been thoroughly prospected, which leads me to believe that some discoveries will be made this Summer. The advantage of Golovnin Bay, particularly about Council City, is that there is plenty of timber there, which is not the case here at Nome. The beach, tundra and hills back of Nome are bare and bleak, and not a tree of any sort relieves the monotony of the landscape.

It is interesting to note the great quantity and variety of mining machinery scattered in every direction on the beach east and west. Thousands upon thousands of dollars' worth, much of which is absolutely useless, for the reasons that the beach offers no further inducement for mining; that the tundra is too difficult to work to admit of its application there, and that sea dredging is attended with too great danger to machinery to allow its use. Mr. Hammond's machinery seems to be the only perfect gold saving machine so far in use.

Companies Gobble the Gold.

This mad, senseless rush to an undeveloped country is dominated by a few rich companies who gobble up all the good claims, ship in immense stores of merchandise and then work up a big rush to this country to enable them to unload at big prices. These are facts. The Alaska Commercial Company, the Alaska Exploration Company, The Northwest Transportation & Trading Company and others have mining experts all over the country, and many of these experts are paid as high as $500 a month and expenses, and the moment any discovery is made these companies locate all available ground. These companies hold high carnival among the masses, and exercise such autocratic sway that a poor miner or any number of miners must follow in their wake, and take just what they can get, and look as pleasant as he can.

There is another gold belt north of this over the divide, probably 40 to 70 miles distant from Nome. Good prospects have been found there, and doubtless it will prove good. But the basis upon which much has been built was the much-advertised and boomed beach and tundra, and even yet newspapers published in the interest of transportation and exploration companies are telling to the world the tale of enormous wealth in our beach sands and the tundra and of the millions of dollars being taken from the beach.

There is undoubtedly gold here—gold everywhere. I can get a fine prospect, from 1 to 2 cents to the pan, out of the dirt out of the street, right from the surface, by careful panning; but it is flour gold, and of the hundreds of different kinds of gold-saving appliances brought here and put in operation, possibly two have proved of any value, and even they will not pay, owing to the limited available area to be controlled, and the fact that the beach, having been worked over so much, is now spotted.

It is now close to the time when reports should be coming in pretty fast about developments in various directions from Nome, and in my next letter I hope to be able to give you an extended account of results of explorations in this region.

EUGENE D. WHITE.

Pure, Selected Materials only are used in the preparation of MALT-NUTRINE, the greatest tonic and food drink. The name of the Anheuser-Busch Brewing Ass'n, its makers, guarantees its merit. Sold by all druggists.

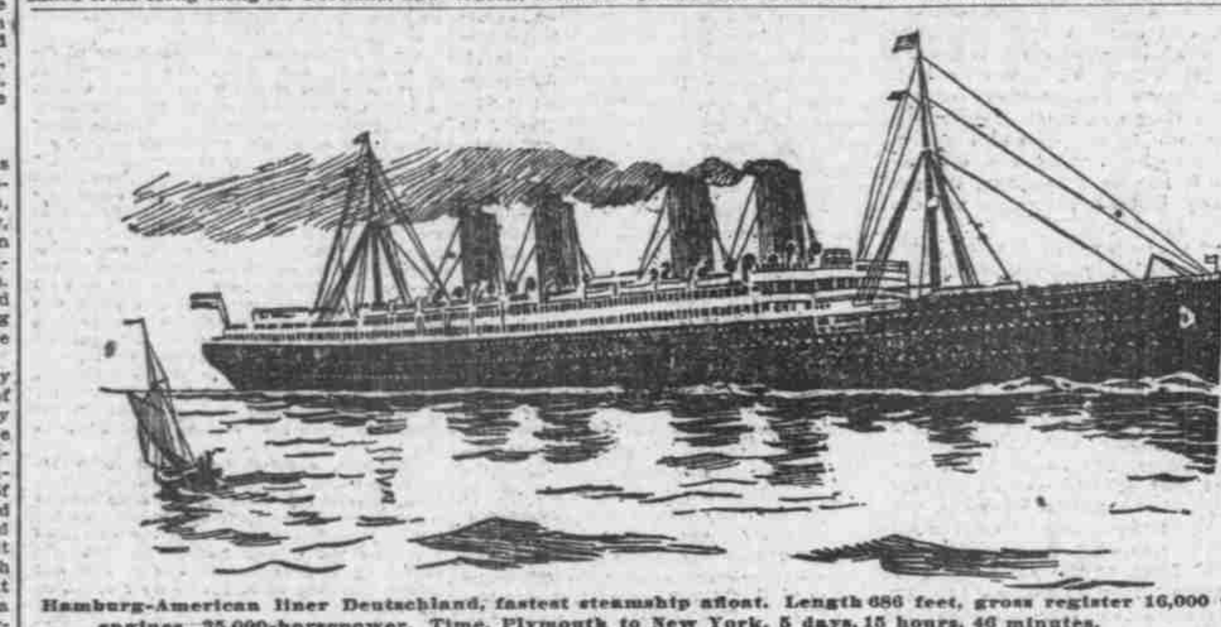
JAPAN FLEET ARRIVING

RIGEL FOLLOWS THE FRANKISTAN WITH A BETTER PASSAGE.

The New Deutschland Breaks the Trans-Atlantic Record—American Line's Latest—Marine Notes.

The German ship Rigel arrived in yesterday morning, after a passage of 40 days from Nagasaki. There is nothing very fast in a 40-day trip across the Pacific, but as the Frankistan, which arrived in Wednesday, was 57 days in making the same voyage, the master of the Rigel is undoubtedly well satisfied with the performance of his ship. The Rigel is one of the few ships which come to Portland under the German flag which are German-built, the most of the vessels being bought second-hand by the Germans and placed under their flag. Portland is drawing quite heavily on the Orient for ships, there being more en route to this port from Japan and China than from any other part of the world.

The Nithsdale, which left Shanghai nearly 50 days ago, is daily expected, and the Genista, from the same port, is due early in August. The Cedarbank has sailed from Hong Kong for Portland, and about half a dozen others are now discharging cargo at Oriental ports, and as soon as it is all out and replaced with ballast they will sail for Portland.



Hamburg-American liner Deutschland, fastest steamship afloat. Length 686 feet, gross register 16,000 tons, engines 35,000-horsepower. Time, Plymouth to New York, 5 days, 15 hours, 46 minutes.

DEUTSCHLAND, THE FLYER.

Trans-Atlantic Record Broken by a New Scorcher.

NEW YORK, July 12.—The new express steamer Deutschland, of the Hamburg-American line, arrived today from Hamburg, Cherbourg and Plymouth, in the record time from the latter port of 5 days, 15 hours and 46 minutes, a distance of 3044 knots at an average of 22.42 knots per hour. The distance is six knots shorter than the distance made by the Kaiser Wilhelm der Grosse in November, 1898, when she made her best record of 5 days, 17 hours and 27 minutes at an average sped of 22.19. This is the fastest initial trip made across the Atlantic. The first trip by the Kaiser Wilhelm der Grosse was made in 5 days, 22 hours and 35 minutes, over a distance of 3050 knots.

LIZZIE BELL CLEARS.

After a Long Stay in Port, Is Ready for Sea.

The British bark Lizzie Bell was cleared yesterday by Eppinger & Co. for Queenstown or Falmouth for orders, with 53,365 bushels of wheat, valued at $33,269. The Lizzie Bell has been in the river since May 12, which is much longer than any of the vessels have been detained for several months. The delay in her case was due to extensive repairs made to her deck, which was practically rebuilt throughout. The Fifeshire, which finished loading yesterday, has not yet cleared, as she is short a crew. Owing to the scarcity of men, a draft will probably be made on some of the recent arrivals, in order to make up crews for the outgoing ships.

AMERICAN LINE'S LATEST.

Twelve Thousand-Ton Steamer for Their Foreign Fleet.

GLASGOW, July 12.—The new Red Star liner Vaderland was successfully launched at Clydebank at noon today. She is the first of four fine large steamers which the International Navigation Company is building for the Red Star line to ply between New York and Antwerp, stopping each way at a French port. The Vaderland is 500 feet long, 60 feet wide and 42 feet deep, and will measure over 12,000 tons. She is expected to make an average speed of 16½ knots, and will make her first trip, leaving Antwerp about October 1.

The Unlucky Goodwin.

The unlucky steamship Goodwin, which went ashore in sight of Tacoma harbor a few months ago, is having a difficult time in the Orient. After her trouble at Tacoma she ran ashore in the Orient, and Hong Kong advices just received have the following regarding her damages:

"Steamer Goodwin (British), from Tacoma (before reported damaged, having been ashore), is recommended by surveyors to make permanent repairs. Nature of damage, 34 plates stove in to be cut out, several plates bent or broken, eight frames broken, floors buckled. Repairs will probably be completed in 42 days; cost estimated at $87,000."

Sailors Sentenced to Death.

VICTORIA, B. C., July 12.—Five Filipino sailors of the bark Ethel have been sentenced to death at Perth, West Australia, for murdering the captain and officers of the vessel. M. Royas, formerly a Lieutenant of Aguinaldo, was the one who started the mutiny which ended in murder.

Plague still continues in Australian ports.

Marine Notes.

The steamship Braemar, from the Orient by way of Victoria, is due this morning.

The State of California sailed from San Francisco yesterday, and is due at Portland tomorrow.

The British bark Lucipara, from Antwerp for this port by way of Port Angeles, passed Dover, outward-bound, July 6. She sailed from Antwerp two days earlier.

The British ship Frankistan reached Portland at an early hour this morning. She left Astoria yesterday morning, and passed St. Helens at 9 o'clock last evening. The fine moonlight enabled her to come right along, instead of anchoring, as is usually the case at night.

Domestic and Foreign Ports.

ASTORIA, July 12.—Arrived—German ship Rigel, from Nagasaki. Sailed—Steamer Columbia, for San Francisco. Left up—British ship Frankistan. Condition of bar at 5 P. M., smooth; wind north; weather clear.

San Francisco, July 12.—Sailed—Barkentine Gardiner City, for Gray's Harbor; schooner Occidental, for Gray's Harbor; schooner Abbie, for Gray's Harbor; schooner Lizzie Vance, for Gray's Harbor; State of California, for Portland; steamer Titania, for Nanaimo. Sailed July 11—Steamer Empire, for Coos Bay. Arrived July 11—Steamer Coquille River, from Gray's Harbor. Arrived July 12—Steamer Universe, from Oyster Bay.

St. Michael, July 12.—Passed—Ems, from Naples and Genoa, via Gibraltar, for New York.

Cherbourg, July 12.—Arrived—Kaiser Frederick, from New York, via Plymouth, for Hamburg, and proceeded.

Naples, July 12.—Arrived—Aller, from New York, via Gibraltar, for Genoa.

Rotterdam, July 12.—Sailed—Rotterdam, for New York.

Liverpool, July 12.—Sailed—Cambrian, for Montreal.

Queenstown, July 12.—Sailed—Rhynland, from Liverpool for Philadelphia.

New York, July 12.—Sailed—European, for London.

New York, July 12.—Sailed—Columbia, for Hamburg; La Gascogne, for Havre; Barbarossa, for Bremen; Bolivia, for Marseilles.

Liverpool, July 12.—Arrived—Waesland, from Philadelphia.

Glasgow, July 12.—Arrived—State of Nebraska, from New York.

New York, July 12.—Arrived—Kaiser Friederich, from New York for Hamburg.

Victoria—Arrived July 11—Steamer Braemer, from Yokohama.

Seattle—Sailed July 11—Steamer San Pedro, for Nome.

Port Los Angeles—Arrived July 11—Steamer Mineola, from Nanaimo.

Hoquiam, Wash.—Arrived July 11—Schooner Roy Somers, from San Francisco, for Cosmopolis; schooner C. H. Merchant, from San Francisco, for Aberdeen; schooner Queen, from San Francisco, for Aberdeen; schooner Charles Hanson, from Bristol Bay, Alaska, for Hoquiam. Sailed—Steamer Newburg, from Aberdeen, for San Francisco.

EX-SOLDIERS' REUNION.

Committee of Arrangements Hold a Meeting on the East Side.

A meeting of the committee of arrangements of the Ex-Soldiers' Association, of Multnomah County, was held last evening at the office of J. L. Wells, 100 Grand avenue. The Ladies' Auxiliary Association was represented by Dr. Flora Brown, president. Judge John E. Mayo called the committee together. Discussion of the place for holding the reunion of 1900 took place, and it was decided that Hawthorne Park be secured if possible. A special committee was appointed to negotiate with the new lessee. The committee on programme reported that the four days of the reunion would be divided up as follows:

Wednesday, August 22—Indian and Mexican Wars day.

Thursday, August 23—Civil War day.

Friday, August 24—Spanish War day.

Saturday, August 25—Ladies' Auxiliary day.

Sunday, August 26—Religious services.

On motion, the report of the programme committee was adopted. The committee on speakers reported the following: On Indian and Mexican Wars, Governor T. T. Geer and H. W. Scott; Civil War, Major Bell, L. M. Pratt and H. V. Gates; Spanish War, General Owen Summers and others; Ladies' Auxiliary, Mrs. S. E. Miller, past state president W. R. C., with general exercises; Sunday, August 26, Rev. Mr. Atkinson, Rev. Robert McLean and Rev. W. T. Kerr. It was decided to print the programmes about 10 days before the opening of the reunion. On motion, Judge John E. Mayo, president of the association was appointed to deliver the address of welcome on the opening day of the reunion. The committee adjourned to meet again at Foes' Hall, corner of Hawthorne and Grand avenues, Thursday evening, July 26, for completing all the arrangements.

DR. ELIZA E. LEONARD.

Medical Missionary in China for North Pacific Presbyterians.

Dr. Eliza E. Leonard, whose letter, written at Pekin, China, on May 30, appeared in last Sunday's Oregonian, was a graduate of Parsons College, Iowa, and of the medical department of the University of Michigan. In 1895 she went from her home in Tacoma to serve under the Woman's North Pacific Presbyterian Board of Missions as a medical missionary in China, where she has since been engaged in faithful service. She is a young woman of great strength of character as may readily be seen from the letter above referred to. Her last annual report gave the following statistics: Attendance at dispensary, 2165; patients visited in homes, 113; in-patients, 12. Opposition has greatly crippled her work, but she has many Chinese friends who hold her in the high esteem which is her due.

Dr. Eliza E. Leonard.

Washington Bankers' Convention.

TACOMA, Wash., July 12.—The state bankers' convention met at 3 o'clock this afternoon, and will continue until Saturday. Business sessions will be held Friday, followed by a ball and reception in the evening. The election of officers will be held Saturday, followed by an excursion on the Sound.

President Furth, in his annual message, recommended that a committee of nine be appointed to have charge of cases of fraud and forgeries and to employ means to bring the guilty to justice; also that a law be framed to punish any one uttering a check upon any bank where the drawee has not kept an account. After the appointment of a committee of three on credentials and a committee of five on constitution and by-laws, the convention adjourned until tomorrow morning.

DAWSON ON THE WANE

PORTLANDER GIVES HIS IMPRESSIONS OF THE KLONDIKE.

Diggings Are Sure to Fall Into the Hands of Corporations—Bad Mail Service.

Judge C. H. Carey has returned to Portland from a trip to Dawson, which took up about a month of his time. He had business in the Klondike metropolis, in connection with an estate, and took advantage of the opportunity to look around while up there, in order to judge of the present conditions and future prospects of what a few years ago startled the world by the stories of panfuls of gold.

Judge Carey said yesterday that he thought Dawson was on the wane. The district has lost a large proportion of its population through the exodus to Nome, and most of the rich placers in the vicinity of Dawson have been worked out. "It costs too much up there to dig for gold," he said, "and gravel should contain at least $1 a yard in order to enable a miner to make anything worth while. The gravel and muck must be thawed out in the Winter with the aid of fuel, that costs $20 to $30 a cord, according to location, and living costs a great deal more than in any other mining region. Miners' wages are about $6 a day, without board, which costs $3, but this Fall the pay will probably be reduced to $5, which would equal $2 a day and board.

"A large number of 'lay men' lost money on their last season's work, and were unable to pay their men when the thaws of Summer enabled them to find out how much gold there was in the gravel they had been digging out. Many of the men were glad to accept 25 per cent of the wages agreed on, as there was no legal recourse for them. The 'lay men' had nothing to pay with, and the real owners of the claims could not be held responsible.

"'Laymen' are those who take claims to work on shares, agreeing to pay the owners 50 per cent of the gold found. Thus, after paying the season's expenses and deducting the government's 10 per cent royalty, on the gross returns, it took a rich claim to enable either party to net any profit.

"No new discoveries have been made of late, and the gold-bearing area is very definitely circumscribed. Unless some rich discoveries are made ere long, the district will lose the bulk of its population and drift into the hands of large corporations, which will buy up the claims and introduce expensive hydraulic systems. Things are drifting that way very rapidly now.

"Of Dawson's population, probably three-fourth are Americans, and they have held their own with the Canadians and Englishmen in the accumulation of wealth. Quite a large number of former Portlanders are in business in the town, and they are all doing very well, as a rule. A good many women and children are now being brought in from the States and elsewhere, to join the heads of families who have established themselves in business, and the Dawson of the future, be it large or small, will lose considerable of its wild and woolly appearance through the presence of family influences."

He thinks the criminal laws of Yukon Territory are well administered, and that crime is exceedingly rare in consequence. The murderer or robber has only one way to get out of the country—the Yukon River—and a telegraph line now in operation heads off all those who try to escape, as mounted police have stations at convenient intervals. As to civil laws, it is different, and there is little or no recourse in civil procedure, as the officials are openly and notoriously corrupt. In fact, they can give the officials of the most corrupt American city "cards and spades," and discount them in bribe-taking and favoritism. The postal department is run on the same corrupt plan, and those who handle the mail make no secret of their willful and continued indifference to the needs of the community. To illustrate, Judge Carey had made arrangements to have The Daily Oregonian sent him while in Dawson, but he never obtained a copy. "No paper here for you," was the continued reply, day after day, for three weeks, and at the end of that time the postmaster said: "We never bother with paper mail, anyway," thus abruptly dismissing a subject of much importance to Judge Carey, who was very desirous of reading the news from home.

"Occasionally I could buy an Oregonian for 25 cents," he said, "when some enterprising traveler would bring a bundle in with him on speculation. What became of my own papers I shall never know."

The White Pass Railroad, he said, was doing a big business, and evidently making money, as there seemed to be a large passenger traffic both ways, while the freight cars were crowded with goods of all descriptions going in. The road is now completed from Skagway to Bennett, and from the lower end of the lake to White Horse Rapids, after which the northbound traveler takes a steamer down the Yukon to Dawson. The trip, he said, is a delightful one in Summer, and there is no hardship whatever connected with it.

At White Horse quite an important town is springing up, on account of large bodies of copper being found near by. The developments and the Klondike traffic are evidently making the railroad pay, though how long it will continue, Judge Carey does not venture to guess. He looks for rich strikes on the Tanana, which is down the Yukon, on the American side, and if this district should prove as good as reports indicate, there may be considerable trade on the Upper Yukon in the future.

Skagway, he said, was quiet, and although it is the western terminus of the railroad, the only excitement there was on the arrival of a steamer, when the populace would turn out to meet it at the dock.

As to the Klondike gold output, he thought it would be heavy this year; but it will reach its high-water mark and gradually grow less, until the Klondike district will no longer be considered an important factor in the world's annual gold production.

The Daily Speech at Lincoln.

Nebraska State Journal.

"My friends, the Republicans tell you that they favor sunshine, but they are only deceiving you to get your votes. Elect President McKinley to a second term and the bright sun will be extinguished, and the stars roll darkling in eternal space. There is but one way to preserve the light, the air and the water, of this planet for the use of the great common people, and that is to elect the only friend they now have in public life to the office of President." (Applause.)

AMERICAN RULE IN CUBA.

British Consul Reports There Is No Revival of Trade.

LONDON, July 12.—The report of the British Consul in Cuba for 1899 says:

"While the first year of American rule disappointed Americans as well as Cubans and failed to realize expectations in the way of a great revival of trade and needed public works, it is only just to the United States officials in Cuba to say that no responsibility for nonfulfillment of these expectations attaches to them. So far as their authority allowed they have worked honestly and in good faith in what they conceived to be the best interests of the island. I cannot see what more could be done. The one thing that was not in their power to give was the thing Cuba needed the most—the establishment of a permanent form of government."

Continuing, the Consul pays a tribute to the sanitary work of the United States authorities resulting in a remarkable diminishing of mortality from yellow fever, and advises the establishment of direct steamship communication between Great Britain and Cuba, despite previous failures in this direction. In conclusion, the Consul remarks:

"The losses in Cuba during the war and insurrection were more serious than generally thought, and without foreign capital the rehabilitation of the industries will be a very long, if not impossible, task."

WEST POINT CADETS.

Arthur W. Lane, of Portland, Appointed by the President.

WASHINGTON, July 12.—Among the cadets for West Point appointed during the past week, under the increase provided by recent legislation, from states at large, are the following:

Torrey B. Maghee, Rawlins, Wyo.; Henry Pointing, Laramie, Wyo., alternate; Kendall Fellows, Spokane, Wash.; Levi P. Quinn, alternate, Spokane, Wash.; Edward Le Compete, Park City, Utah; R. L. Irvine, alternate, Logan, Utah; Rupert Dunford, Salt Lake City, Utah; Gerald Childs, alternate, Ogden, Utah; Arthur W. Lane, Portland, Or.; Henry R. Adair, alternate, Astoria, Or.; Hugh L. Walthall, Modesto, Cal.; Carl D. Adams, alternate, New Ontario, Cal.; Lowe A. McClure, Carson City, Nev.; Fred A. Garges, alternate, Reno, Nev.

WASHINGTON, July 12.—Henry R. Adair has been named by Senator Simon as alternate to West Point among the "at large" appointees from Oregon. Senator Turner has named Kendall Fellows, of Spokane, as cadet, and Levi P. Quinn, of Spokane, as alternate.

THE LILLY COMPANY.

Benton County Corporation Formed to Settle an Estate.

Corvallis Times.

The Lilly Company is the name of a new Benton County corporation. The incorporators are: George E. Lilly, Homer Lilly and Horace Lilly, and the capital stock is $7000.

The company is believed to be something new in its line. The object is to settle the estate to which all the members of the company are heirs. Several years ago Jerry L. Lilly, the father, died, leaving an estate which the last will and testament left entirely to the mother. Last year the mother died, leaving the property to the various heirs, share and share alike. The will was such that the settlement of the estate did not necessarily have to be done in the Probate Court. The property is so situated that it can better be settled without dividing it, and for the purpose of properly handling it the Lilly Company has been formed. The officers of the company have not yet been elected. The heirs are: George E., Horace, Homer, Jennie and Edith Lilly, Ada Elliott and Annie Robbins.

AT THE HOTELS.

THE PORTLAND.

Henry Jacob, San Fr
Henry T Fortman, SF
Lesley Bates, San Fr
Chas Weinshenk, S F
Chas E Gregg & wife, Indianapolis, Ind
Sam Cohen, San Fr
C B Landis, Delphi, Ind
W S Wright, do
A T Egan, St Louis
Emil Pursch, San Fr
J M Leszynsky, N Y
C C Boylan, N Y
C S Ettinger, S F
M H Thomson, S F
W S Watson, San Fr
W E Bartholomew, East Orange, N Y
C J Hildesheim, N Y
A W Stowell, Vancvr
S L Meininger, N Y
W P Hurlburt, Lewiston, Idaho
J B Rogers, Seattle
A D Spencer, Chicago
A H Berger, Chicago
I E Thayer, San Fran
R Kendrick, San Fran
H A Reichman, N Y
Chas T Kaffenberger, N Y
W W Alverson, S F
Mr & Mrs Geo Cox, Jr, New York
Miss M L Cox, do
Oscar J Bamberger, San Francisco
L Heyman, Copenhagn
Wm T Stone, N Y
Mr & Mrs W H Stinson, Los Angeles
Dr & Mrs W A Hendryx, Los Angeles
C Roos, San Francisco
C D Cook, San Fran
Howard A Gray, Evanston, Ill
Fred H Scott, do

Columbia River Scenery. **Regulator Line** steamers, from Oak-street dock, daily, except Sundays, **The Dalles, Hood River, Cascade Locks,** and return. Call on, or 'fone Agent for further information.

THE PERKINS.

D J Collins, Indp, Or
A W Keady, Corvallis
Prest Thos McClelland, Pac Univ, Forest Gr
T W Watchman, Emerson, Nev
Mrs T W Watchman, Emerson, Nev
L L Woodruff, Seattle
O H Fithian, Chicago
Mrs S M Jensell, Vancouver, Wash
Mrs C Johnston, do
Miss Johnston, do
Phil Gearhart, St L
A Whitehead, Hood R
R A Brown, San Fr
Mrs Anna Sorensen, Forest Grove
Miss Fannie Sorensen, Forest Grove
Miss Nettie Koontz, Portland
Miss Anna Koontz, do
Dr Lamman, Fulton, Wash
E Waldman, San Fr
Joe M Lewis, San Fr
North Moore, St L
M E Poindexter, Scio
J N Poindexter, Condon, Or
Lester Butler, Hood R
Lena Spengal, Salt Lk
Grace L Tillard, Heppner, Or
W A Murchie, Wasco
B Blssinger, Honolulu
Mrs S Tillard, do
Mrs Barr, do
Wm Tillard, do
R A Brown, San Fran
Geo Turple, Scholls, Or
A J Jones, Stockton
A M Humphry, Salem
J W Strack, Dalles
Chs Cupping, Centralia
C Minard, Roseburg
Chas W Griffin, Eugene
J E Taylor, Astoria
Wm Waugh, St Paul
Mrs Wm Waugh, do
Miss Waugh, do
W G Hopkins, Aberdeen, Wash
L M Stern, Denver
John Rukmann, W W
Mrs J Kukmann, W W
A M Kelsay, Dalles
Wilton McDonald, Dickinson, N D
Carl N Knudson, Dawson
Mrs I P Wilson, San F
Miss Emily Guillerant, San Francisco
W H Wehrung, Hillsboro, Or
Miss N H Ellis, Bak C
Miss Minnie Woods, do
B J Ginn, Moro, Or
A S Hammond, Medfrd
Oscar Hayter, Dallas
J C Hayter, Dallas, Or

THE IMPERIAL.

C. W. Knowles, Manager.

Mrs K Martin, Victoria
Mrs T Curtis, Riversid
Mrs J H D Cox, do
Mrs W M Peck, do
A E May, Sumpter
Geo Harding, Seattle
Mrs Harding, Seattle
R S Sheridan, Roseburg
L Smith, New York
Mrs Smith, New York
F Barnett, Spokane
F Ritchie, Spokane
A W Dunn, Or
C C Cortaire, Redding
R R Judson, city
Ed Hostetler, Dalles
Miss Hostetler, do
W A Pitts, Pittsburg
S M Robertson, Oskaloosa
T B Sheldon, Cheyenne, Wyo
Mrs Sheldon, do
O Eccles, San Fran
B S Spencer, Chicago
Mrs Spencer, Chicago
Miss Spencer, Chicago
Harry Spencer, Chicago
I V Druce, Seattle
J W Hannaker, Klamath
C D Gabrielson, Salem
G Wolfe, Wallowa
D W Stuart, San Fran
John W Linck, Tacoma
G W Weber, Lancaster
Mrs Leberman, Astoria
B R Patterson, Portlnd
Mrs Patterson, Portlnd
Albert Dunbar, Astoria
E S Baxter, Astoria
Mrs Baxter, Astoria
Miss Baxter, Astoria
A J Clayton, Ilwaco
Mrs Clayton, Ilwaco

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European; first class. Rates, 75c and up. One block from depot. Restaurant next door.

Tacoma Hotel, Tacoma.
American plan. Rates, $3 and up.

Donnelly Hotel, Tacoma.
European plan. Rates, 50c and up.

Sig Sichel & Co., agents, celebrated Herbert Spencer cigars.

WHITE HORSE A LIVE TOWN

ONLY A FEW WEEKS OLD, BUT IS THRIVING AMAZINGLY.

Where Upper Yukon Navigation and the Railroads Meet—Whisky Said to Be Scarce.

WHITE HORSE, July 1.—The newly established town of White Horse is fast assuming proportions. Although only a few weeks old, it is taking on the appearance of a lively business community. The town is on the west side of the Yukon, just below the famous White Horse Rapids. Heretofore the place bearing the title of White Horse has comprised a mere station of a few houses at the end of a tramway, and on the opposite shore from the new town. The present town of White Horse marks the northern terminus of the White Pass & Yukon Railroad, and the southernmost point of navigation on the Yukon River waters proper. It is 111 miles from Skagway, and 460 miles from Dawson. Twenty-eight miles of intermediate track of the road leading to White Horse from Skagway has not been completed, but will be by the last of this month. It lies along the shore of Lake Bennett. Track-laying on that division will be begun at the Bennett City end this week. The contractor who constructed the roadbed has just turned over the White Horse-Caribou division to the company, and today transferred 250 men to the lake division to help finish that stretch.

White Horse has a population of perhaps 600. There are 34 business houses in the town. The greater number of these depend almost wholly on transient business—patronage of travelers to and from the Klondike. The town is booming. It has several wide streets paralleling the river and a number running back. The site is almost level, and lies on a beautiful lowland bench, 12 feet above the high-water mark in the river. A light growth of cottonwoods and hemlock has covered the site, but has, to a large extent, been cleared away. Some of the streets are 100 feet wide, thus affording less likelihood of fire sweeping the town. The site comprises 180 acres, controlled by the railroad company, with the customary number of lots at various intervals in the town site reserved for the government. The town, by the way, is in the new Canadian territory known as Yukon Territory, carved from the old Northwest Territory, and which includes the entire Canadian Yukon basin.

The price of town lots, as held by the townsite people, is from $450 to $1000, but some of the choice corners have changed hands at higher figures. One on the principal street of the town went for $3500 not long ago.

Hotels and restaurants are the chief houses in the town. They have gone up phenomenally fast. The restaurants are as yet chiefly in large tents. The hotel proprietors are building the finest and largest private structures in the town. Six hotels are now under construction or finished. Some of them are three stories high, and contain as many as 100 rooms. The hotels and restaurants are all doing a good business, but whether they will enjoy such during the Winter period is a question; but they may, for the railroad has largely eliminated the terrors of travel over the pass and the lakes in Winter, and made it possible for the trip to and from Dawson to be made in comparative ease. It will probably be made in less than a week with ease next Winter.

Although White Horse is springing up remarkably fast, there is some fear that it will not last long, on the score that the railroad may build beyond and below the shallows of Lake Lebarge, about 50 miles, a point where permanent deep water is reached on the Yukon. This would obviate the trouble of getting over the bars, which are such an annoyance in the early part of the open season. However, high officials of the railroad who were here on inspection today state that White Horse is to remain the terminus.

At present, all freight which has been blockaded at Bennett has moved forward from that point, but there is still quite a blockade at White Horse. The railroad company says there are 1600 tons at White Horse. Manager Elliot, of the railroad steamers of the White Horse-Dawson run, says that, with his line and the help of scows, all the freight will be removed in six weeks. Some, however, are not so sanguine. The railroad company has fine terminal facilities at White Horse. It is building a wharf-warehouse there 1000 feet long and 40 feet wide. Boats will be enabled to land on one side and cars to run on the other. At present, the greater part of the blockaded freight is under canvas.

Two weekly papers are to be started in White Horse next week, one to be called the Star, and to be owned and operated by P. Scharschmidt, of Bennett; the other to be run by Mr. Burde, of Vancouver, B. C.

A postoffice will be opened in White Horse this week. The Alaska-Pacific express has opened an office here. The place, it is expected, will be created a port of entry in a few days.

Although several saloons are open, whisky is scarce. Permits must be had to bring it in from the outside, and the Dominion Government has not yet granted permits this year.

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DANDRUFF WON'T WASH OUT.

The Germ That Causes It Has to Be Destroyed, to Cure Dandruff.

Many a woman spends an hour twice a week scouring her scalp, thinking scrubbing off the scurf will cure the dandruff. Two hours a week at the age of 40 years, she has spent 260 days of 12 hours each, or two-thirds of a year of her life, in that vain hope; vain, because you can't cure dandruff without killing the dandruff germ, and the only hair preparation on earth that will do that is Newbro's "Herpicide"—also a delightful hair dressing, and thorough antiseptic against all contagion from use of others' hair brushes. It is also a delightful hair dressing.