

A SHORTER ROUTE IS DISCOVERED

By Way of Sitka 300 Miles Can Be Saved to Klondike.

RAILROAD LINE IS ASSURED

Cable Tramway Over Chilkoot Pass Will Soon Be Finished—Making Winter Quarters in Juneau.

Seattle, September 11.—The steamer City of Topeka arrived from Alaska at 6 o'clock this morning and brings the following letter to the Associated Press: Juneau, September 11.—Among the recent arrivals at this port are the steamers Rossie, Mayflower, Detroit, Willamette and Topeka, and the falling off of the volume of travel is very noticeable. It is now calculated that the majority of newcomers will stop at Juneau, where they will remain until spring, being thus in position to go into the Yukon at the first possible moment, should they still retain their desire to make the trip. Business is good in Juneau and the portoffice has extremely large mails from the south, and also forwarding from this north, this being the distributing point for a great many Alaskan papers.

The arrival of the steamer Portland at Seattle with but a small portion of the much talked of cargo of gold dust did not disappoint people here. In fact, it is often remarked by traveling men that the farther north they get the less excitement appears about the discoveries of last year.

At Skagway no progress on the trail appears, excepting the improvements in the way of rough shacks taking the place of some of the tents. Rough lumber is quoted at \$20 to \$30 per 1000 feet. An effort will be made next year to turn the tide of travel by way of Sitka, going there to Yakutat and Disenchantment bay and up the White river, the distance being only about 425 miles from Sitka to Dawson, as against 500 miles from Juneau over the present trail.

Thus far in the season the weather has been all that could possibly be desired with the exception of a few days recently, when a severe wind prevailed. Of course there is a great amount of rain, but everyone expects that in this country.

The building of a railroad from Juneau to Lake Teslin is now an assured fact. Thorough examination by the interested parties has decided them to commence work at the earliest possible moment next year. This road will go by way of Taku ever to the lake, where the traveler will go by water to his place of destination. No doubt his will be the first railroad established, but it will probably be quickly followed by others, two prospective roads in particular having the same termini as the Juneau road. In going into the Yukon country the White Horse rapids and many other dangerous places will be avoided.

As there will be suitable boats plying on Lake Teslin and the Hoatlingua river the trip will be one of pleasure rather than otherwise.

The news that there will be a new line of steamers running between Puget Sound and Alaskan ports is hailed with delight by the merchants and miners of this country, as that will mean cheaper freight and passenger rates, and the new wharf which will soon be erected at Juneau will reduce the wharfage so that goods may be sold at much lower prices than at present.

Rapid progress is being made on the cable tramway now being constructed at Chilkoot pass, and when finished everything can go over cheaper and quicker and in much better shape than heretofore.

Everyone is now mapping out their arrangements for winter quarters, as it will soon be out of the question to enter the Klondike country before February or March.

THE LATEST NEWS FROM LONDON

Success of the Visit in Ireland of the Duke of York.

FAMINE NOW A CERTAINITY

Queens Interested in Klondike—Future Visits—Blooded Horses Sold—New Plays and New Music.

London, September 11.—(Copyrighted 1897, by the Associated Press.)—The tour of the Duke and Duchess of York, which was continued today at Glasgow, Scotland, where they met with an enthusiastic reception, forms the subject of the heartiest congratulations in many years, particularly in Ireland, where the people, politicians and others admit it has done a good deal for Irish trade. The duchess, for instance, accepted a Galway fisher cloak from Mother Dooley. The cloak was made at a factory which Father Dooley started in Galway and already one hundred of these cloaks have been ordered, either in white or crimson. The latter color is correct.

Another result of the visit of the duke and duchess to Ireland is that a royal residence will, in all probability, be established in that country, and in addition the early abrogation of the viceroynalty is everywhere accepted as a fact. The duchess won all hearts and the duke was almost as popular, though he did not escape criticism.

Across the rejections, however, fall the shadows of the coming famine. The Daily Nation, after getting a letter from every parson of a parish in rural Ireland, says: "Since black '47 the Irish laborer has never faced a winter more full of privation. The harvest is as bad as can be in the west of Ireland, and it is pretty sure that there will be not only a food, but a fuel famine. Not only are potatoes rotting in the ground with the grain crops beaten down by rain and not worth reaping, but the turf cut will not dry. Unless there is exceptional weather within the next few days, a famine is a certainty.

Vanity Fair says the queen is quite interested in the rush to the Klondike region and has asked many questions regarding the protection afforded there to her subjects. Her majesty knows a great deal about British Columbia, where a vast estate was purchased for the crown a few years back.

Everything in connection with the visit of President Faure to Russia was thought out with the diplomatic cleverness and instances of it are leaking out every day. As an example of the fact employed, it is pointed out that the French president took with him three speaking dolls as presents to the grand duchess Olga, the older of the two daughters of the czar and czarina. The czar recently filled up a census paper in his own handwriting, giving his name and surname, "Romanov," his social status as "czar of all the Russias," his profession as "master of all the land of the Russian empire," and giving as his necessary that of "landed proprietor and agriculturist."

For the czarina the czar wrote "czarina of all the Russias, mistress of all the lands belonging to the Russian empire and patroness of all the houses of employment."

Murray, the publisher, is to present to the public Hills Ashtond-Barlett's "The Battle Fields of Thessaly." It is an elaborate defense of the sultan. The writer claims the sultan desires to be friendly with Great Britain, but the author adds the bad manners of Sir Philip Currie, the British ambassador at Constantinople, reveals this. Ashtond-Barlett pays high compliments to the ability and shrewdness of the correspondent of the Associated Press, who was in Armenia in 1891, and who disclosed the real facts regarding the terrible Armenian massacres, saying he was the only newspaper man who had a real insight into the troubles in Armenia.

At the Doncaster yearlings blooded stock sales during the week, high prices were reached. Sir Tatton Sykes, the famous Yorkshire sporting baron, obtained 1275 guineas for fourteen colts and fillies. Colts by Saint Simon fetched top prices, one going for 300 guineas and another being knocked down at 220 guineas. A filly by Bendora was sold for 160 guineas.

The theatrical season has fairly blossomed and the first nights are overwhelmed with surf of farce-comedy and melo-drama. One of the annual feasts of the London theatrical year is the Adelphi melodrama, to which thousands of enthusiastic goers look forward as the milestones of the season. The Adelphi melodrama of this season was inaugurated on Thursday night and its greatly discussed play is woven about the battle of Waterloo, which its authors, Haddon Chambers and Comyns Carr, at the last moment, christened with the catchy title "In the Days of the Duke." It is a romantic melodrama of the more refined sort, in which there are a number of impossible but intense situations. The heavy act, on which great anticipations had been built, was an elaborate presentation of the hall in Brussels on the eve of the battle, handed down to fame by Byron and Thackeray. No more dramatic episode of history for stage depiction could have been conceived, and certainly none more to the taste of the Adelphi clientele, which demands that its miniatures be done in broad colors. If the enthusiasm of the first-nights may be taken as a foundation for judg-

ment, the future holds in store a protracted run and good profits for the play. The motive of the play is the glorification of the British soldier. The hero's part belongs to William Terriss, who relies on the secret service, while other important parts are borne by Harry Nichols, Evelyn Milward and Marion Terry.

The Herford musical festival, which begins tomorrow, will be noteworthy because of the first rendition of several new works by English composers. Among them will be a requiem by Prof. Beantford, written in memory of President Frederick Leighton, the late president of the Royal Academy.

Cora Urquhart Potter and Kyle Bellow have returned to London after a globe-circling tour of three years, which included a particularly successful season in Australia.

The report has been put in circulation that O'Gilly Carle is negotiating for the services of Lillian Russell to appear as the star in a revival of "The Grand Duchess," and it has sent a chill through London theatrical circles.

The Londoners of the profession are becoming considerably alarmed at the American invasion, which is taking bread from their mouths, and are indignant against Mr. Cartie, because this will be a second offense, if the rumor proves to be correct.

An American writer and playwright, who has secured a foothold in London is Elwyn A. Barron, formerly dramatic critic of the Chicago Times-Herald. Mr. Barron has formed a partnership with Wilson Barre for playwriting and is engaged with him in the construction of a drama for Mr. Barrett's next season. He has retired temporarily, at this rate, from newspaper work. Two plays of Mr. Barron's authorship have been submitted to English and American managers for consideration. His first important work to be staged was the dramatization of "Tomola," which Julia Marlowe and Robert Taber played last winter.

One advantage of taking Ayer's Sarsaparilla to purify the blood is that you need not infringe upon your hours of labor nor deny yourself any food that agrees with you. In a word, you are not compelled to starve or loaf, while taking it. These are recommendations worth considering.

The tendency in autumn fabrics is toward rich quiet effects. To heal the broken and diseased tissues, to soothe the irritated surfaces, to instantly relieve and to permanently cure is the mission of DeWitt's Witch Hazel Salve. Charles Rogers.

These mornings are ideal for bicycle riding. Moments are useless if trifled away; and they are dangerously wasted if consumed by delay in cases where One Minute Cough Cure would bring immediate relief. Charles Rogers.

ANOTHER FAMILY ROAD PLANNED

VANDERBILT TO HAVE A LINE INTO LOS ANGELES FROM UTAH.

Los Angeles, September 11.—It is stated that negotiations between the Vanderbilt railroad system and the Los Angeles Terminal railroad for an extension of the former's road from Utah to San Pedro harbor have been settled and the route selected. Bonds for the building of this road have been practically sold and before the close of 1897 active construction will have commenced.

A KLONDIKE BOOK. The Chicago Record's book for gold seekers is now ready. A reader of this book will know more of Alaska and the wonderful Klondike district than he could learn by months of personal observation and research on the ground. In comparison with other works on the subject it is "the Webster's Dictionary of Alaska," a perfect and peerless volume, at once the model and despair of rival publishers.

It tells of the richest and most extensive gold fields the world has ever known—How they were discovered—Fields yet unexplored—Ten years' work already in sight—Where is the mother lode?—The fortunes already made—The millions to be taken out next year—How to get there—R. R. fare and other expenses from all points—Medical hints—Climate—Official maps—Government reports—All land and water routes—Projected railroads—Mining laws—Customs. In brief, all that is known of this wonderful land of fabulous wealth. It is the only authentic, practical book, official and endorsed. About 600 pages. Handsomely bound in art canvas. Price, \$1.50.

Agents are wanted to handle this valuable work. It is a chance of a life time. Experience is not necessary, as full instructions are sent and the whole people are clamoring for the book. Reports from agents just started show wonderful success. Sales run as high as 20 books an hour. Big commissions and valuable premiums are allowed. Credit is given and freight paid. It is an opportunity to gain a competence in a short time. The book is not sold through book stores or newspapers. Complete canvassing outfit will be mailed for 20 cents, stamps. To places where we have no agents a full copy of the book will be sent to customers, prepaid, on receipt of price. Address, expressly, Monroe Book Company, department K, 219, Chicago.



Cholly—Confound it! I've drowped my stick. Hello, there's Weggins! He do, Weggies—



"O'Gilly pleased, weally, don'tcher kno'!"



Kerplow! Bang! He had picked up the hose pipe by mistake, and just then the man turned the water on.—Chips.



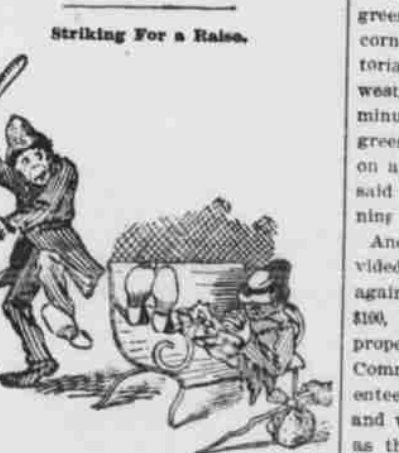
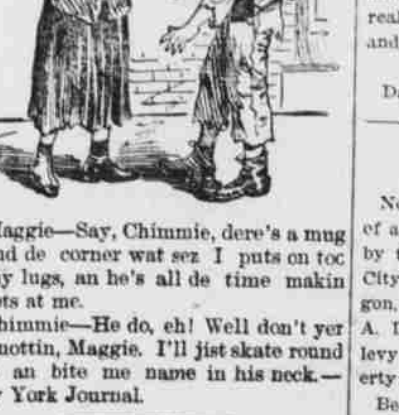
"Have you ever been baptized, little girl?" "No, sir, I've been vaccinated, though."—New York Sunday Journal.



The way a woman sees a woman—Truth.



Maggie—Say, Chimmie, dere's a mug round de corner wat sez I puts on too many lugs, an he's all de time makin' smoots at me. Chimmie—He do, eh! Well don't yer say nuffin, Maggie, I'll jist skate round dere an bite me name in his neck.—New York Journal.



CHIEF OF POLICE SALE

Notice is hereby given that by virtue of a warrant issued, and delivered to me by the Auditor and Police Judge of the City of Astoria, in Clatsop county, Oregon, of date of the 9th day of September, A. D. 1897, commanding me to forthwith levy upon the following described property: Beginning at a point 57 feet north, 4 degrees 25 minutes west from the northeast corner of lot 4, block 131, Shiveley's Astoria; thence north 4 degrees 25 minutes west, 100 feet; thence south 55 degrees 22 minutes west, 50 feet; thence south 4 degrees 25 minutes east, 100 feet; thence on a line parallel with the north line of said lot, 50 feet, to the place of beginning.

And to sell the same in the manner provided by law, to satisfy an assessment against said real property, amounting to \$145, what was assessed against said property as benefits for the extension of Commercial street in said city from Seventeenth street to Twenty-third street, and which said real property is assessed as the property of the Oregon Railway and Navigation Company, I did, on the 16th day of September, 1897, duly levy upon all the afore-described property, and on the 11th day of October, 1897, at 2 o'clock p. m. of said day, at and in front of the court house door at Astoria, Clatsop county, Oregon, I will proceed to sell, at public auction, to the highest bidder therefor, all the right, title, interest and estate of the said Oregon Railway and Navigation Company in and to said real property to satisfy said assessment and the costs and expenses of sale.

Notice is hereby given that by virtue of a warrant issued, and delivered to me by the Auditor and Police Judge of the City of Astoria, in Clatsop county, Oregon, of date of the 9th day of September, A. D. 1897, commanding me to forthwith levy upon the following described property: Beginning at the northeast corner of lot 2, block 132, Shiveley's Astoria, thence north 4 degrees 25 minutes west, 100 feet; thence south 45 degrees 22 minutes west, 50 feet; thence north 55 degrees 22 minutes east, and along north line of said lot 50 feet to the place of beginning.

And to sell the same in the manner provided by law, to satisfy an assessment against said real property, amounting to \$150, what was assessed against said property as benefits for the extension of Commercial street in said city from Seventeenth street to Twenty-third street, and which said real property is assessed as the property of the Oregon Railway and Navigation Company, and or James McCann, I did, on the 16th day of September, 1897, duly levy upon all the afore-described property, and on the 11th day of October, 1897, at 2 o'clock p. m. of said day, at and in front of the court house door at Astoria, Clatsop county, Oregon, I will proceed to sell, at public auction, to the highest bidder therefor, all the right, title, interest and estate of the said Oregon Railway and Navigation Company, and or James McCann, in and to said real property to satisfy said assessment and the costs and expenses of sale.

E. HALLOCK, Chief of Police. Dated Astoria, Oregon, Sept. 11, 1897.

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And to sell the same in the manner provided by law, to satisfy an assessment against said real property, amounting to \$100, what was assessed against said property as benefits for the extension of Commercial street in said city from Seventeenth street to Twenty-third street, and which said real property is assessed as the property of the Oregon Railway and Navigation Company, I did, on the 16th day of September, 1897, duly levy upon all the afore-described property, and on the 11th day of October, 1897, at 2 o'clock p. m. of said day, at and in front of the court house door at Astoria, Clatsop county, Oregon, I will proceed to sell, at public auction, to the highest bidder therefor, all the right, title, interest and estate of the said Oregon Railway and Navigation Company, and or James McCann, in and to said real property to satisfy said assessment and the costs and expenses of sale.

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And to sell the same, in the manner provided by law, to satisfy an assessment against said real property, amounting to \$100, what was assessed against said property as benefits for the extension of Commercial street in said city from Seventeenth street to Twenty-third street, and which said real property is assessed as the property of the Oregon Railway and Navigation Company, I did, on the 16th day of September, 1897, duly levy upon all the afore-described property, and on the 11th day of October, 1897, at 2 o'clock p. m. of said day, at and in front of the court house door at Astoria, Clatsop county, Oregon, I will proceed to sell, at public auction, to the highest bidder therefor, all the right, title, interest and estate of the said Oregon Railway and Navigation Company in and to said real property to satisfy said assessment and the costs and expenses of sale.

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And to sell the same, in the manner provided by law, to satisfy an assessment against said real property, amounting to \$100, what was assessed against said property as benefits for the extension of Commercial street in said city from Seventeenth street to Twenty-third street, and which said real property is assessed as the property of the Oregon Railway and Navigation Company, I did, on the 16th day of September, 1897, duly levy upon all the afore-described property, and on the 11th day of October, 1897, at 2 o'clock p. m. of said day, at and in front of the court house door at Astoria, Clatsop county, Oregon, I will proceed to sell, at public auction, to the highest bidder therefor, all the right, title, interest and estate of the said Oregon Railway and Navigation Company in and to said real property to satisfy said assessment and the costs and expenses of sale.

THE CONDUCTOR AND ENGINEER

RESPONSIBLE FOR THE TERRIBLE RAILROAD WRECK AT NEWCASTLE, COLO.

Investigation by the Coroner's Jury—More Budgets Found in the Rails—Others Thought to Be Lost

Denver, September 11.—A special to the News from Newcastle says: Frank Burbank, the conductor, and Engineer Ostrander, deceased, of the Colorado Midland railway, are charged by the coroner's jury with being responsible for the frightful wreck which occurred here a few minutes past midnight Thursday.

The inquest was held this morning. The jury decided from the evidence that the conductor and engineer attempted to arrive at the Newcastle siding upon the time allotted by the order of the train dispatcher to the Rio Grande passenger west bound. Conductor Burbank was released on his own recognizance and after the verdict was announced he was not re-arrested.

The death of the Rev. Alexander Hartman, of Hecox, Ill., and the finding of the body of Engineer Ostrander increases the number of known dead to eleven. The coroner's researches among the ruins have convinced him that from six to ten more persons met death in the awful accident. This materially reduces the original estimate.

HE ALWAYS DOES. "What of it, Ned Vance?" "Heaven! A lot wrecked you say? And none of its occupants escaped!" "Life-Saver (grimly)—"Only the fellow who rocked it."—Truth.

When going East travel on the Northern Pacific Railway. Quick time and the only line running dining cars. Train leaves Portland daily at 11 o'clock a. m.

A SOCIETY NOTE. "Was it a quiet wedding?" "Yes, only relatives present." "Well, my idea of a wedding would be the restraining presence of a few outsiders."—Truth.

The very newest bonnets have bell crowns.

COST OF TOWAGE AND PILOTAGE

(Continued from First Page.)

to San Francisco by steamer for loading in foreign vessels will come to Astoria, and that many more vessels will in consequence be loaded here than are now being loaded in Portland, thus greatly benefiting the entire state of Oregon, Portland and every other city and every merchant and business man in them; if it can be shown that by the attraction of Oregon of such an additional fleet of foreign vessels it will soon build up a

BABY HUMORS

Instant relief for skin-tormented babies and rest for tired mothers in a warm bath with CUTICURA SOAP, and a single application of CUTICURA OINTMENT, the great skin cure. The only speedy and economical treatment for itching, burning, chafing, scaly, and pimply humors of the skin, scalp, and blood.

Cuticura
BABY BLEMISHES Prevented and Cured by CUTICURA SOAP.

A Handsome Complexion
Is one of the greatest charms a woman can possess. FOSTER'S COMPLEXION POWDER gives it.