SPAIN IS AT FAULT

Secretary Gage Reports on Filibustering Expeditions.

TREASURY OFFICIALS' EFFORTS

With Equal Watchfulness on the Part of the Spanish Authorities, Illicit Traffic Might Have Been Stopped.

Washington, Dec. 10. — Secretary Gage has submitted to the department of state his report upon the action of the treasury department in suppressing filibustering expeditions to Cuba in violation of the neutrality laws, a synopsis of which, as furnished by the department, is as follows:

Mr. Gage points out the fact that during 2½ years only six American vessels of an aggregate of 1,331 registered tons are alleged to have safely landed expeditions from the United States in Cuba. With the exception of the Laurada, the American vessels alleged to successfully have taken part in expeditions in Cuban waters are small tugs and a pilot-boat, each less than 100 tons, and obviously incapable of carrying large numbers of men or large quantities of arms and ammunition.

Three foreign vessels, of an aggregate of 1,773 tons, are alleged to have been successful in the same effort. Referring to these foreign vessels, the Norwegian steamer Leon, the Danish steamer Horsa and the British steamer Bermuda, the secretary invites attention to the fact that the crews of these vessels are required to be shipped before the consuls of their respective nations in accord with the laws of those nations, which also impose on the masters of those vessels various other duties to be performed by the consuls. He suggests the inquiry might be pertinent whether the Spanish authorities informed these consuls of the alleged expeditions, and whether some measure of responsibility does not rest on the Spanish authorities for the alleged departure of these vessels, or, if the consuls were notified, whether the same measure of responsibility does not rest upon them. This suggestion is made, not to shift responsibility, but to show that if these alleged expeditions started without the knowledge of the secretary of the treasury, they also departed without the knowledge of the officials of other nations, whose action was a necessary preliminary to clearances.

With the vessels referred to, it is alleged there have been associated about a dozen harbor tugs, three or four lighters, a few small steamers and about a dozen small sloops and schooners, in all, less than 50. On the Atlantic and Gulf coasts in 1895 there were 10,668 vessels, under 200 tons, and 2,917 vessels of 1,100 tons or less, a total of 13,585 American vessels of a description available for filibustering purposes. That only six out of 13,585 American vessels succeeded in reaching Cuba, and that less than 50 shared in expeditions, Secretary Gage says is a demonstration, first, of the law-abiding spirit of the nation, and of the obedience of the people to the president's command; and, second, of a wholesome and repressing fear on the part of those who might be disposed to lawlessness and violations of our obligations to the law of neutrality.

Eight revenue cutters, with crews of 317 men, armed with 15 guns, have cruised 78,789 miles, occupying 189 months in the aggregate, patrolling the coasts to prevent filibustering expeditions. They have captured seven vessels and 115 men and have broken up two expeditions, and have held under surveillance 174 vessels under suspicion. From time to time, several other revenue cutters have been employed on temporary duty.

Perhaps the strongest statement in the report is this:

If the Spanish patrol of 1,200 miles of Cuban coast had frustrated one-half the number of expeditions which were frustrated by the United States authorities along a coast line of 5,470 miles, not one man nor one cartridge would have been illicitly landed in Cuba from the United States. Out of the 60 alleged expeditions, only four have been broken up by Spain.

Illustrating this statement, he refers particularly to the expedition that left on the Laurada from Baltimore and landed at Banes, March 21. Banes is an important seaport on the northern coast of Cuba, with which the United States carried on a valuable fruit trade until the Spanish order prohibiting the exportation of bananas was issued. It appears that the Laurada remained in this seaport two days, landing men and arms, and was not molested by the Spanish authorities in Cuba, who had been informed of her landing and even minutely where the torpedoes had been placed. Unless Spain is prepared to avow inability or indisposition to defend her interests in Cuba, Mr. Gage holds that the responsibility for any filibustering expedition may be properly fixed on Spanish authorities in Cuba, who have been properly informed by the Spanish legation. The Spanish have repeatedly asserted that all the seaports in Cuba were in their possession.

In Pennsylvania a new law forbids the possession, sale or transfer of diseased trees.

Rumor of a Terrible Catastrophe.

London, Dec. 10.—The rumor cabled from Halifax that the British troopship Avoca, bound from Jamaica to Cape Town, with 1,000 troops on board, has foundered, is not credited here.

Minneapolis Schools Must Close.

Minneapolis, Dec. 10.—The board of education has decided to close the schools in Minneapolis March 1, 1898, because it has no money and no legal right to borrow.

Explosion in a Gem Mine.

Gem, Idaho, Dec. 10.—An explosion in the Helena-'Frisco mine this morning instantly killed Joseph McNamara and Joseph C. Bowes. The accident happened just before coming off shift, and left no living witnesses. Both men were frightfully mangled. One was entirely unrecognizable, and the other had only one side of his face left intact. Nothing could be learned regarding their antecedents. Bowes is said to have a wife in San Francisco. McNamara was a native of New York state, but nothing is known of his relatives. Both were young men.

AGAIN IN SESSION.

First Regular Meeting of the Fifty-Fifth Congress.

At noon Monday the first regular session of the 55th congress was launched upon the unknown seas of legislation. Simultaneously at both ends of the capitol, Speaker Reed in the house and Vice-President Hobart in the senate, dropped their gavels and called to order the bodies over which they preside. The sun shone brightly from a cloudless sky, making a glorious bright December day, with a tine of frost in the air, and a breeze just strong enough to keep the stars and stripes snapping from the flagstaffs.

At the capitol crowds swarmed into the corridors at an early hour and choked the marine steps as they ascended to the galleries from which they were to view the show. As is usual on such occasions, the reserved galleries were carefully guarded, admission being only by card, and the public had great difficulty wedging itself into the limited space set aside for it.

In the Upper House.

The senate chamber at the opening session was a veritable conservatory. The floral display was beautiful. Precisely at 12 o'clock the gavel of Vice-President Hobart fell, and the senate was called to order. An invocation was delivered by Rev. Milburn, the blind chaplain. Seventy-seven senators responded on roll-call.

The venerable Mr. Morrill, of Vermont, was first recognized by the vice-president. He offered a resolution, which was passed, in the usual form, that the secretary inform the house that the senate was in session and ready to proceed to business.

Allison of Iowa presented a resolution that a committee of two senators be appointed to join a like committee from the house to inform the president that congress was in session, and prepared to receive any communication he might desire to make. The resolution was passed, and the vice-president named Allison and Gorman as a senate committee.

By resolution of Cullom of Illinois, the time of the daily meetings of the senate was fixed at noon. On motion of Hale of Maine, a recess was then taken until 1 o'clock.

At 1:30 the senate reassembled and the committee, headed by Gorman, reported. The president's message was presented by Mr. Pruden at 1:30 o'clock, and was laid before the senate and read.

In the Lower House.

The house of representatives presented an animated appearance long before noon. The surrounding corridors were filled with jostling, moving crowds before 11 o'clock. The galleries which overlook the floor were black with people. Floral tributes for members were numerous, and in some instances imposing.

As the hands of the clock pointed to 12 Speaker Reed, attired in a black cutaway coat, and wearing a red tie, ascended the rostrum. The crack of the gavel subdued the din on the floor and conversation in the galleries. In the deep silence which followed the calling of the assemblage to order, prayer was offered by the eminent divine, Rev. Chalres A. Boney, of England, who delivered an invocation solemn and impressive.

The speaker then directed the clerk to call the roll. The roll call showed the presence of 301 members. There were 55 vacancies from death or resignation during the recess, and the credentials of the members-elect were read by direction of the speaker, who then administered the oath of office to them. On motion of Dingley a resolution was adopted for the appointment of a committee of three to join the senate committee to wait upon the president and inform him that congress was ready to receive any communication he desired to make. The speaker named Dingley, Grosvenor and Bailey for this honor. On motion of Henderson of Iowa daily sessions to begin at noon each day were ordered. The house then took a short recess.

When the house reassembled the committee appointed to wait upon the president reported, having perfected its mission. Mr. Pruden, who had followed the committee into the hall, immediately presented the message, which, by direction of the speaker, was read at the clerk's desk.

Appropriations Recommended.

Secretary Gage Monday transmitted to congress estimates of the appropriations required for the fiscal year ending June 30, 1899, as furnished by several executive departments. The total amount called for in the estimates is $462,647,885, which is about $32,000,000 in excess of the appropriations for 1898, including deficiencies and miscellaneous expenses, and about $41,000,000 more than was estimated for 1898. Under the head of public works the treasury department, among other items, asks for $100,000 for the erection of a courthouse, penitentiary, etc., at Sitka, Alaska, and $50,000 for continuation of the work on the public building at Portland, Or.

Hayti Ready to Pay.

A dispatch to the Frankfurter Zeitung of Berlin from Washington says Hayti is ready to pay Germany the indemnity demanded for the alleged illegal arrest and imprisonment of Herr Emil Lueders, a German subject.

Fatal Hotel Fire.

Fire broke out in the Lake house in Milwaukee, Wis. Sixty people were asleep in the hostlery at the time. Charles Patterson, a dock laborer, lost his life, being overcome by smoke, and five others were injured. The pecuniary loss is small.

Anti-Hebrew Riot Quelled.

An anti-Hebrew riot which started in Budapesth has finally been quelled by the police who made 100 arrests.

Disabled in Collision.

The steamship Corean, New York, for Glasgow, has put in to Halifax, N. S., having been in collision with an unknown steamer.

One rainy afternoon a Sullivan Harbor, Me., woman sought entertainment in pulling to pieces a pincushion that was a wedding present 25 years ago. She found therein 507 needles of assorted sizes.

At the election in the Chickasaw nation, the ratification of the Dawes-Choctaw treaty was overwhelmingly defeated.

THE ELLIS ISLAND FIRE

Is Supposed to Have Been Set by Incendiaries.

INVESTIGATION WILL BE MADE

Ten Millions of Railroad Tickets Were Thought to Have Burned—One of Them Turns Up.

New York, Dec. 13.—Facts have come to light that suggest the possibility that the mysterious fire that destroyed the great immigrant buildings on Ellis island a few months ago, was started by thieves, who had carefully planned a $10,000,000 robbery, says the Journal and Advertiser today. Ten of the trunk lines leading to the West, including the New York Central, the Pennsylvania, the Erie, the Delaware, Lackawanna & Western and the New York, Ontario & Western, unite in maintaining a railroad on the island, and at all times there are quantities of tickets there.

General Ticket Agent Robinson, of the Ontario & Western, says that on the night of the fire a conservative estimate would place the value of tickets in the island office at $10,000,000.

The tickets, with much cash, were locked in drawers in wooden cases and desks, and the entire parcel was supposed to have been totally destroyed. The different roads posted notices that if tickets of a certain form and series should be presented, they should be taken up and fare demanded.

A few days ago a ticket issued by the Ontario & Western from Chicago to Kansas City was received from a passenger and found to be one of the tickets supposed to have been burned. The part of the ticket calling for passage from New York to Chicago has not yet been presented.

Now the officials are asking how many other tickets out of the $10,000,000 worth are in existence. It is deemed not impossible that the entire lot was stolen and held until conductors should forget the warning.

Commissioner Senner, who was in charge of Ellis island at the time of the fire, deems the hypothesis by no means improbable.

"The origin of the fire was never learned," he said. "It began in a tower of the main building some distance from the offices occupied by the railroad people. Every one of the government guards were busy getting the immigrants safely out. It is not impossible that thieves deliberately started the fire in the expectation, justified by events, that the ticket office would be quickly deserted."

General Ticket Agent Robinson said he could scarcely believe that any such wholesale robbery had taken place.

"I have communicated with other roads, and they have had no such tickets presented as yet. I think it more likely that the report of sales for the day preceding the fire was not correct. Of course, though, if someone had used that ticket, if it was honestly disposed of, it should have turned up sooner. An investigation will be made."

TRAIL TO KLONDIKE.

Several Lives Lost in White Horse Rapids.

Victoria, Dec. 13.—Five or six, and perhaps seven, lives have been lost in the White Horse rapids, Lewis river, during the last two months, according to John Hepburn, who arrived from there today. A boat built for four or six men was found below the rapids one morning, but there was no trace of the occupants. They must all have been drowned. Other parties lost their outfits, but managed to save their lives.

There is now very little open water between the rapids and the lakes, most of it being frozen over.

At White Horse rapids there are about 30 people, and there are 35 at the foot of Marsh lake. There are at least 100 more below White Horse rapids, and many others have gone into the Hootalinqua country to prospect during the winter. Hepburn had heard of no strikes being made on the Hootalinqua or tributaries, but a man named Davis washed $1,600 from the river bars last summer. Hepburn believes that rich strikes will be made on the Hootalinqua this winter.

At Tagish house, the weather was bitterly cold, the thermometer registering 42 degrees below. People were met making their way down all along the route to head of Lake Bennett. Among the goldseekers was a woman, who was pulling her sled all alone, and she was making fair time.

Lake Bennett was still open 15 miles from the foot, on November 17, and the mercury stood at 24 below.

Attempt on the Sultan's Life.

London, Dec. 13.—The Athens correspondent of the Chronicle says that on Monday last, two soldiers in the imperial service at the Yildiz Kiosk, the palace of the sultan, made an attempt on the sultan's life. This was frustrated by the attendants of the sultan. The sultan had the men tortured in the hope of extracting the names of the instigators, but both succumbed without revealing anything.

China Gives In.

London, Dec. 13.—A dispatch from Pekin says that today the tsung-li-yamen telegraphed the viceroy of the province of Pe-chi-li, north of the province of Shan Tung, that China, having complied with her demands, Germany undertakes to evacuate Kiao Chau at a date to be fixed hereafter, and will receive instead as a coaling station the Sam-Suh inlet, in the province of Foo Kien, over against the island of Formosa.

An Unprecedented Order.

Dublin, Dec. 13.—The Evening Telegraph says that the war office has sent an order to Dublin for the sharpening of all swords and bayonets in the possession of the regular troops in Ireland. The order is unprecedented, and a perfect mystery to both officers and men.

Opposition in Los Angeles.

Los Angeles, Dec. 10.—The chamber of commerce has declared itself opposed to the annexation of Hawaii, and today passed a resolution declaring that annexation would materially injure the beet-sugar industry of that state.

NO DIFFERENCE.

Physical troubles of a like nature coming from different causes are often a puzzle to those who suffer pain as to their treatment and cure—as in the case of lumbago from cold or a strain in some way to the same muscles. The treatment of such need not differ one with the other. Both are bad enough and should have prompt attention, as nothing disables so much as a lame back. The use of St. Jacobs Oil will settle the question. Its efficacy is so sure in either case there is no difference in the treatment and no doubt of the cure.

Kangaroo tails for soup have been sent to London from Australia. A shipment of 2,500 weight was sold at the rate of $3 a dozen tails. In Australia they are considered a great delicacy.

REPUTATIONS MADE IN A DAY

Are proclaim scarce. Time tries the worth of a man of medicine. Hostetter's Stomach Bitters is a forty-five years' growth, and thereby hangs a tale that garnish the crevices of Alaska's rocks. It flourishes perennially, and its reputation has as firm a hold as the rocks themselves. No medicine is more highly regarded as a remedy for fever and ague, biliousness, constipation, liver and kidney disorders, nervousness and rheumatism.

The longest straight railroad line in America is on the Lake Shore railway, beginning at a point three miles west of Toledo, Ohio, and running 69 miles without a curve.

$2000.00

If you use too much of *Schilling's Best* baking powder it don't spoil the cake.

But why not make your money go as far as it will by using just enough of *Schilling's Best* baking powder—one-third less than of the brand you are used to?

A Schilling & Company
San Francisco 2G1

An old English "Manners Book" says: "A lady should dip only the tips of her fingers in the sauce bowl, and should not let food fall out of her mouth on the tablecloth."

AN OPEN LETTER TO MOTHERS.

We are asserting in the courts our right to the exclusive use of the word "CASTORIA," and "FITCHER'S CASTORIA," as our Trade Mark.

I, Dr. Samuel Pitcher, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of CHAS. H. FLETCHER on every wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. Look Carefully at the wrapper and see that it is *the kind you have always bought*, and has the signature of CHAS. H. FLETCHER on the wrapper. No one has authority from me to use my name except The Centaur Company of which Chas. H. Fletcher is President.

March 8, 1897. SAMUEL PITCHER, M.D.

A New Hartford, Conn., man one day set over 1,000 tobacco plants, and the next morning found that the cutworms had destroyed every plant but one over night.

HOME PRODUCTS AND PURE FOOD.

All Eastern Syrup, so-called, usually very light colored and of heavy body, is made from Glucose. "Pacific Coast Syrup" is made from Sugar Cane and is strictly pure. It is for sale by first-class grocers, in cans only. Manufactured by the Pacific Coast Syrup Co. All genuine "Tea Garden Drips" have the manufacturer's name lithographed on every can.

The legislature of Uruguay has conferred citizenship and the sum of $10,000 on Dr. Sanarelli as a recognition of his discovery of the yellow fever microbe.

"King Solomon's Treasure," only Aphrodisiacal Tonic known. (See Dictionary.) $5.00 a box, 3 weeks' treatment. Mason Chemical Co., P. O. Box 747, Philadelphia, Pa.

An international congress has been arranged at Paris for the discussion of the means of preventing fires in theaters and other places of public resort.

We will forfeit $1,000 if any of our published testimonials are proven to be not genuine. THE PISO CO., Warren, Pa.

Try Schilling's Best tea and baking powder.

Russia has the most rapidly increasing population of any country in the world. The growth during the last 100 years has been a fraction less than 1,000,000 annually.

A Dutchman of Weert has found a way of spinning thread from peat, which is woven into clothing. The fabrics thus made are comparatively cheap and intended for ordinary use.

Nine hundred and fifty telegraph submarine cables are now in operation, most of them in Europe; their total length is over 89,000 miles.

It is no unusual thing for a vessel plying bewteen Japan and London to carry 1,000,000 fans of all kinds as a single item of its cargo.

Stop! Women,

And consider that in addressing Mrs. Pinkham you are confiding your private ills to a woman—a woman whose experience in treating woman's diseases is greater than that of any living physician, male or female.

You can talk freely to a woman when it is revolting to relate your private troubles to a man; besides, a man does not understand, simply because he is a man.

MRS. PINKHAM'S STANDING INVITATION.

Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. All letters are received, opened, read, and answered by women only. A woman can freely talk of her private illness to a woman. Thus has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has to draw from, it is more than possible that she has gained the very knowledge that will help your case. She asks nothing in return except your good will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

PISO'S CURE FOR CONSUMPTION — CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes Good. Use in time. Sold by druggists. 25 CTS.

THE YUKON RUSH

HOW THE THOUSANDS WILL REACH ALASKA.

There Are Many Routes Spoken of, But as Yet Only Two Are Advisable for the Gold Seeker to Attempt—Some of the Difficulties to Be Overcome.

[Special Correspondence.]

How many will go to the Klondike next year, how will they be transported, are questions now being asked by transportation companies and the thousands interested in one way or another in the great movement about to take place. Even the man going thither to seek his fortune is vitally interested in these matters. If there is too big a crowd he may not be able to secure a passage, or to get a proper outfit, or be successful in transporting it into the interior. He would better not trust too much to luck nor depend too much upon being able to travel in the regular way. Certainly, so far as the regular steamers are concerned, their berths will all be engaged weeks in advance, and the man who neglects to secure passage early may have to wait a long time for his turn to come around. Even on the overland trains there is promise of inconvenience, if not delay. So great a rush, all in one direction, will tax the rolling stock of the railroads to its utmost, since cars will have to go back empty.

The lowest estimate of the number of people who will start for Alaska next spring is 50,000, while some who have given the subject much attention place the figure as high as 200,000. At an average of 300 to each vessel, it would require 170 steamers to convey the minimum number, while 680 would be necessary to accommodate the maximum. To send 170 steamers in the months of February, March and April would make it necessary for two to sail each day. There is now advertised not one-quatrer the steamers necessary. The others will no doubt be provided, for there are numerous transportation projects on foot, but nothing definite about them can yet be said. This is sufficient to show that the man who intends to join the first great rush by the way of the passes and lakes would do well to make sure of his passage to Dyea or Skaguay. As to the route by the way of St. Michaels and the river, that will not be open till June, and extensive transportation projects now under way will be sufficiently developed long before that time to make it well to postpone any estimates until later.

There are but two well known and undentably practical routes to the Yukon mines. One is by the mountain passes from Dyea and Skaguay to the lakes and thence by boat down the lakes and rivers, and the other is by ocean steamer to St. Michaels and thence up the river by light draft steamer. All other routes are yet to be proved, and all who try them must expect to meet with the tribulations and uncertainties that lay in the path of the pioneer. Undoubtedly the great majority of Yukoners will try the passes, since the mines can be reached in this way two or three months earlier than by steamer, and, of these the greater number will go over the regular Yukon trail by the way of Chilkoot pass, the next greater number going from Skaguay over the White pass.

It is well thoroughly to understand this route and its variation as to the two passes. Linn canal, about 100 miles north of Juneau, penetrates a number of miles northerly into the coast mountains, the very head of it being divided into two arms by a rocky promontory. Into the easterly arm flows Skaguay river and into the westerly arm the Dyea river. Both are rapid, ice-cold mountain streams, navigable for canoes only for several miles. At the head of these arms are located the new towns of Skaguay and Dyea. From these points it is necessary to cross the high mountain divide to Lakes Lindermann and Bennett, where boats are constructed for the journey down the river. Until the past season the Yukoners have used the Chilkoot pass, from Dyea, exclusively, the Chilkat Indians packing all the supplies at the usual rate of 15 cents a pound. The route is 27 miles long, and the summit of the pass is 3,200 feet high. The Indians have always refused to pack by any other route, declaring this to be the best one. Last summer, owing to the great rush and the eagerness of all to get over at any cost, the Indians raised their price for packing, until often as high as a dollar a pound was paid them. This, and the crowded condition of the trail, led many to try the Skaguay trail, which, though 41 miles long, was asserted to be better, because the summit of the pass was some 500 feet lower. It was found, however, that the trail was not so good, that the river had to be crossed several times, and that, though the pass was somewhat lower, the trail led up and down hill so much that the actual climbing done was greater than by the Chilkoot pass, where the ascent was gradual to the foot of the summit divide, when one very steep climb was necessary. The practical result was that a very much larger percentage of those who tried the Chilkoot pass succeeded in reaching the lakes, than of those who attempted the Skaguay route. Nevertheless, improvements are now being made on both trails, and both will be extensively used in the spring, it being much easier to go in over the snow, when the rocks and mud which made the trails so difficult last fall are covered up.

There are projected improvements for both of those trails, in the nature of railroads and tramways, but as yet only Chilkoot pass shows anything tangible. A combined railroad and tramway is under construction and is promised to be completed by the first of February, for the taking of freight from Dyea through to Lake Lindermann. The probabilities are that this convenience will be provided by that time, or shortly thereafter. The company operating it purposes to contract to carry freight from Dyea to the lake at a price much below what it would cost to pack it over, and to handle it so promptly that by the time the owner can walk over the trail his freight will get through. With this tramway in operation, and nothing similar on the Skaguay trail, the Chilkoot pass would get all the travel. There are, however, still other tramways and railroad projects on both trails, but when they will be ready for use is uncertain. At the present time it would seem as though this Chilkoot tramway will be the only thing ready early enough to accommodate the first rush in February and March. Until that time, there is apparently little choice between the trails for winter travel, and those who go in before February may take either. For those who go in over the snow a Yukon sled is necessary. This is a strong skeleton sled and may be purchased at any regular outfitting point. Many take dogs to help draw sleds, but all can not do this. If it is done, special provision must be made for food for the animals.

After the lakes have been reached, the remainder of the route is the same for both passes, consisting of about 550 miles of lake and river navigation to Dawson City, at the mouth of the Klondike. It is 50 miles further to Forty-Mile, and Circle City is 300 miles down the river from Dawson. The new town of Rampart City is still about 500 miles further down the Yukon, at the mouth of Munook creek, not far above the point where the Tannanah flows into the great river.

This entire lake and river journey is made in strong boats usually built out of timber whipsawed by the Yukoners on the banks of Lakes Lindermann or Bennett. There is a small saw mill there, but it is unable to cut enough timber to fill the demand. Doubtless other mills will be taken in as soon as the tramway is completed, but miners should not rely upon this, but should take an outfit of tools and material for building a boat, as well as oars and rowlocks. Efforts to take in boats over the pass last fall were unsuccessful, even in sections. Though it might be easier to do so over the snow, it is doubtful if it would not consume as much extra time and labor as the building of a boat would require. When the tramway is at work, specially constructed boats could no doubt be taken in to advantage, and valuable time be saved.

The route leads through Lake Lindermann, 6 miles, a portage to Lake Bennett, 1 mile; down the lake, 24 miles; through Cariboo crossing to Lake Tagish, 2 miles; down the lake 19 miles; by river to Lake Marsh, 6 miles; across the lake passing Windy Arm, 19 miles. Those who go in the winter and early spring can proceed to this point by drawing their boats on sleds, but there they must wait for the ice to break up before proceeding down the river in their boats, unless they intend to go through light, dragging a sled over the snow and ice. Twenty-five miles below Lake Marsh is the dreaded Miles canyon, and just below this place are White Horse rapids. Both of these places may be safely run in the boat if the utmost care is exercised. Many boats have been wrecked here and their contents lost, while several unfortunate men have been drowned. No one should attempt these difficult passages without first having carefully studied the situation. Thirty miles further down the river is Lake Le Barge, 30 miles long. Five Finger rapids are 163 miles below this lake, and Rink rapids are 3 miles further. These are the last of the specially dangerous places, though care must be exercised during the entire journey.

As to other routes from the coast, there are but three that have any prominence, and none of them is as yet sufficiently known to make it advisable for the ordinary gold seeker to attempt them. One of them is the Dalton trail, leading northerly over the mountains just west of the Chilkoot pass, and paralleling the lake and river route for about 300 miles, finally striking the Yukon below the most dangerous rapids. It is claimed that this is the best route for a railroad, but it is yet to be shown how practicable it is for general use. The government will probably attempt to send in a relief expedition by this route early in the spring.

The Taku and the Stickeen routes, one starting from Taku inlet, near Juneau, and the other from the Stickeen river, near Wrangel, converge at Lake Teslin. Small river steamers can navigate this lake and pass down the Hootalinqua river to the Yukon below the rapids, and thus to Dawson and beyond. It is claimed that such steamers will be built on the lake in the spring, and that trails will be opened up to the lake and pack trains put on, to be followed soon by railroads; but until this is actually done the gold seeker would do well not to intrust himself to the uncertainties of those routes.

Undoubtedly the most comfortable and easy way to reach the Yukon mines is by steamer from one of the Pacific coast ports to the mouth of the Yukon, at St. Michaels, and thence by light river steamers up the stream, the distance up the river being 1,422 miles to Circle City, and 1,772 to Dawson City. The trouble with this route is that the river is navigable only three months in the year, and then only by small river steamers, because of frequent bars. The ice breaks up about the 20th of June and forms again about the same time in September. There are now several steamers on the river belonging to the Alaska Commercial Company and the North American Transportation and Trading Company, both of which have trading posts on the river, with headquarters at St. Michaels. Both companies are building several new vessels for next year's traffic.

The outlook for this route next summer is that the number of steamers on the river will be utterly inadequate to accommodate the persons who will be landed by thousands at St. Michaels by steamers and sailing vessels, though there are numerous projects on foot for building steamers on the river in the spring or towing them thither. As every vessel on the river will probably run in connection with some regular ocean line, and as the pobabilities are that the ocean liners will carry more passengers and freight than the river steamers can handle, it would seem as though the only persons who will stand any show of getting through to Dawson by this route will be those who purchase through passage from the starting point to their destination for themselves and supplies. Those who pay passage only to St. Michaels, or who reach that point by independent steamers or vessels, will probably be unable to proceed any further. Notwithstanding this promises to be the condition of affairs next summer, there will doubtless thousands of men take passage in all kinds of craft for St. Michaels, without providing means for getting beyond that point. Much disappointment is in store for many on this score.

FREE TRIAL TO ANY HONEST MAN.

The Foremost Medical Company in the World in the Cure of Weak Men Makes This Offer.

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In all the world today—in all the history of the world—no doctor nor institution has treated and restored so many men as has the famed ERIE MEDICAL COMPANY, of Buffalo, N. Y.

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