

WOULD SEIZE ALL ALASKA

Canadians Raise British Flag on White Pass.

CONSIDERED AMERICAN SOIL

Miners Will Resist Payment of Duties at That Point—Warmer Weather Causes Rush From Dyea and Skagway.

Seattle, March 7.—Five steamers arrived from Alaska today—the Utopia, Hueneme, Del Norte, Protection and Queen. The Queen left Skagway last Sunday. E. R. Knapp, of Boston, who came down on the Queen, authorizes the statement that the Canadian authorities raised the British flag on the summit of White pass on Saturday, February 26. This has heretofore been considered American territory. Mr. Knapp's authority for the statement is the foreman of the Humbert Transportation Company's pack train. He reported the affair to Mr. Knapp, who is connected with the company, just before the latter left Skagway.

In reference to the report that martial law had been proclaimed at Skagway, Mr. Knapp said that when he left last Sunday no such action had been taken; neither was it anticipated. Mr. Knapp also said that the reports of deaths at Dyea, Skagway and on the trails had been very much exaggerated. He had made a personal examination, and ascertained that since November 1 there had been 19 deaths at Skagway, and 13 at Dyea. This is not at all large, considering the population of the two places.

The report that two men from Dawson had perished on White pass, with a large amount of gold dust on them, is said by Mr. Knapp to have no foundation.

The rivalry between the towns of Skagway and Dyea is characterized by Mr. Knapp as being "at white heat," and is the reason, he thinks, that so many exaggerated stories of death and hardship are sent out. Each town is doing all it can to throw discredit on the other.

It is feared that serious trouble will grow out of the Canadians' attempt to collect duty on the summit of White and Chilkoot passes, and the Americans will resist the payment of duties on what they consider American ground. Another complication will result from the various tramways which are being constructed to carry freight over the passes. The officials of these tramways are reported to have declared that any interruption with their construction work or any attempt to exercise any right of ownership will be resisted.

It is thought at Dyea and Skagway that the next movement on the part of the Canadian authorities will be to claim sovereignty over those two places. Last Sunday the boundary line was at Lake Bennett, then at Lindemann, and now is at the summit of the mountains, which is only about 20 miles from salt water.

Two days before the Queen left Skagway, the wind, which had blown from the north continuously for seven weeks, shifted and began to blow from the southwest, causing a general thaw to set in. The changed weather caused hundreds of people who had been detained by the severe cold to start over the trails from both Skagway and Dyea, and when the steamer left, a general exodus from both towns was taking place. Both trails are reported in excellent condition.

A Portland Man's Opinion.

Portland, Or., March 7.—Northwest territory officials have taken the initiative in the contest for possession of Summit lake, by raising the Canadian flag on its shores. This lake, according to Dr. Horace R. Littlefield, one of the best-posted men regarding Alaskan affairs on the coast, is situated, as its name implies, at the summit of White pass, about 16 miles from Skagway. Both the United States and Canada claim it, and the dispute regarding it has engendered bitter feelings between Americans and Canadians in Alaska, which have rapidly increased in intensity of late. The American claim to the lake is generally considered to be quite as well founded as that of Canada, and the action of the Dominion officials is premature, if not wholly unjustified.

Suffering Is Terrible.

Portland, Or., March 7.—Following is an extract from a letter dated February 21, from Rev. W. W. Warne, at Haines mission, Chilkat, Alaska, received by William Wadham yesterday: "Winter set in four or five days ago and now we are experiencing all the rigors of an Alaska winter. The suffering of some of the newcomers is terrible. The Perry Humbert expedition, stationed here, is going to lose 130 head of horses and oxen in a day or two more if they cannot get feed. I have loaned them all I had; now we are all out, except a few sacks of grain I kept for myself.

"There is not a bale of hay to be had in the country, and all of the grain is gone. Mr. Smith is now feeding 1,000 sacks of flour to try and tide over the storm. They have a little rice they will feed next. They cannot keep the poor animals either tied or blanketed, as they chew everything up.

"There have been several cases of freezing before this on the passes, and I expect when the storm is over and time elapses for people to get out and back, there will be a good many dead bodies brought in. So far as I have learned, no bodies have been recovered yet from the ill-fated Clara Nevada. Winter is a terrible thing up here. I don't see what possesses people to come. My heart aches for their foolishness. They should at least wait until spring, when the trails are open and the weather not so severe."

A DUEL WITH SWORDS.

Cavalotti, the Italian Poet and Statesman, Killed.

Rome, March 8.—Signor Felice Carlo Cavalotti, the poet, dramatist, publicist and well-known radical member of the chamber of deputies for Cortona, was killed here this afternoon in a duel with swords with Signor Macola, member of deputies and editor of the Gazzetta di Venezia. The encounter was the outcome of a press polemic in the columns of the Milan Secolo at an unfrequented spot outside the Porta Magore. Signor Macola's seconds were Deputes Signor Guido Fusinato, a professor at the university of Turin and member of Foltré, and Signor Bizzoni, the publicist, and Signor Tassi, member of the chamber of deputies.

Shortly before the meeting, Signor Cavalotti seemed in excellent spirits, and even joked with his seconds. When the word was given, he attacked his opponent vigorously. The first two engagements were without result, but in the third, Signor Cavalotti received a thrust in the throat that severed his jugular vein.

At first, it was thought he was only slightly injured, but the gravity of the wound was soon perceived on his putting his hand to his mouth. He withdrew it covered with blood and could not utter a word. The doctors and his seconds carried him to Zellino, and laid him in a bed in the residence of the Countess Celiro. There, tracheotomy was performed, but all efforts were useless. Signor Cavalotti expired in 10 minutes, without speaking again. Signor Macola did not receive a scratch. The news, on reaching the city, caused a great sensation. Numerous deputies and friends hurried to the scene, and there is universal regret over the death of Cavalotti.

CUSTOMS INSPECTORS.

Mounted Patrol for the Northern Part of Washington.

Port Townsend, Wash., March 8.—A feature heretofore unknown in the Puget sound customs district has been inaugurated. It consists of mounted inspectors, and the first man appointed to a position on horseback is Enoch F. Plummer, of this place. Collector Huestis was recently authorized by the treasury department to establish a mounted inspectors' patrol on the boundary between Eastern Washington and British Columbia, with headquarters at Northport. A mounted inspector is allowed a salary of \$3.50 per day, with 50 cents extra per day for horse hire, and is expected to cover the boundary line for a distance of from 25 to 40 miles as often as possible.

Fierce Street Battle.

Texarkana, Ark., March 8.—A fierce street battle occurred here this afternoon in which one man was killed outright, another mortally wounded and a third seriously injured. Vinson Gravianni is mortally wounded, shot through the breast, shoulder, arm and leg. Pete Darigo is seriously wounded. The participants were barbers, S. A. Gingola and his son-in-law, Mike Cannella, were about to come to blows, when the Gravianni boys and Darigo attempted to intercede. Gingola and Cannella turned upon the Gravianni and both sides drawing revolvers, the battle was soon in progress. More than 30 shots were fired. Gingola and Cannella fled.

The Corona Floated.

Seattle, March 8.—The steam schooner Lakme, which arrived this afternoon from Alaska, brings the news that the steamer Corona, which went on a rock at Lewis island, was floated last Thursday evening. The Corona is considerably injured, the worst place being under the forward hatch, where she first struck the rock. At this point, her keel is turned over for 20 feet. This can be temporarily fixed from the inside. After entering and clearing at Victoria, the Corona will be brought to Port Townsend, where her cargo will be unloaded. Captain Goodall then expects to take her to San Francisco without going into a drydock.

Cruise of an Eight-Tonner.

Port Townsend, March 8.—The eight-ton schooner Anna Catharine put into this place last night en route from San Francisco to Alaska. When the schooner left the Golden Gate, nearly three months ago, she carried five persons, four men and one woman. On the way up the coast the little craft came near being wrecked, and was forced to put into Tillamook, where the woman deserted and returned to San Francisco. Fresh supplies were taken on her north, and the schooner headed for the north.

Mounting Guns at Point Loma.

San Diego, Cal., March 8.—Lieutenant Humphreys, commanding battery D, Third artillery, stationed at this place, has received orders to send his company of artillery at once to Point Loma to mount the three 10-inch rifles recently delivered there by the United States government for the defense of this harbor.

Russia Takes a Slice.

London, March 8.—The Peking correspondent of the Times says: "Russia has demanded that China surrender to her all sovereignty over Port Arthur and Talien Wan for the same period and on the same conditions as given Germany at Kiaochow."

One Englishman's Opinion.

London, March 8.—The Daily Mail, discussing the "probability that the United States may goad Spain into declaring war as a late desperate move," says:

"In America's unprepared condition Spain could inflict appalling damage. Neither could conquer the other, and the utmost America could gain would be the equivocal triumph of securing Cuban independence. If Spain takes the first step, America will have herself to thank."

CABINET IS ANXIOUS.

Wants to Know When the Report May Be Expected.

Washington, March 7.—It was developed this afternoon, through telegraphic correspondence between Secretary Long and Admiral Sicard, that the court of inquiry is unable to fix even an approximate date for the conclusion of its investigation into the disaster to the Maine. Sharing in the general anxiety for information, Secretary Long today, at the instance of the cabinet, telegraphed Admiral Sicard asking when it was probable that the report of the court would be made, and late tonight the following was received:

"Secretary of the Navy—I have talked with the president of the court of inquiry and agree with him that it is not yet possible to fix a date for the finding, as so much depends upon the progress of the divers and wreckers, and the results they obtain. Every effort is being made to advance the inquiry. The court intends to return to Havana this evening, having finished the investigation at Key West."

SICARD."

Admiral Sicard's message is regarded as disposing of the reports that the court has obtained positive or conclusive information bearing on the subject of its investigation. It is taken to mean that upon the testimony or discoveries of the divers will depend the finding, the examination of the officers and crew having been insufficient to enable the court to even form an idea as to what lines may be opened up from the investigation of the wreck itself.

While the telegram was naturally somewhat of a disappointment, in leaving the termination of the inquiry as much in doubt as ever, it was welcomed as practically setting at rest the reports as to the results of the investigation up to date. It is stated that the board, in all probability, will not return to Key West, the department having intimated that it was its desire that the examination of the officers and men should be concluded at this sitting, as they are needed for reassignment to other ships.

THE SOUND'S DEFENSES.

Contractors Are Offered Bonuses to Expedite the Work.

Port Townsend, Wash., March 7.—It is reported here today that both firms of contractors, now constructing fortifications for the government at Marrowstone point and Admiralty head, have been offered bonuses to expedite the work. An additional gun pit, not previously provided on the estimates for this year's work on Admiralty head, at the entrance of the straits opposite this city, will be commenced in a short time. The pit will be about 50 feet square, sufficient to accommodate guns and the machinery for operating them. In addition to the pit proper, there will be underground rooms for storing ammunition.

The work of securing title to land to be used for the government fortifications at Point Wilson is being pushed as rapidly as possible, and the work of construction will be under way there early in the coming summer.

Spain Bought Two Cruisers.

London, March 7.—Spain has purchased two cruisers which the Armstrongs have been building for Brazil, the Amazonas and her sister ship, unnamed, of 4,000 tons each, 23 knots and 10 guns. Spain is also negotiating for and will probably secure two cruisers of a similar type which have been building in France for Brazil. The Amazonas is ready for launching, and her sister ship will soon be ready. The Spanish government is also endeavoring to secure guns and large supplies of ammunition in England and the Continent for immediate use. The government of Spain seems to have funds, for it is understood to be paying a large part of the purchase money in cash, giving good security for the balance, these being the only terms upon which the Armstrongs would deal.

Will Be Authorized.

Washington, March 7.—The senate committee on military affairs today decided to recommend the passage of a joint resolution authorizing the abandonment of the expedition for the relief of the miners in the Klondike region, which was authorized last December. There solution provides for the sale of both the reindeer and the supplies purchased for the expedition. There was a suggestion that the reindeer brought here from Norway could be utilized by the interior department, but the committee took the view that the animals should be sold in preference to holding them for any department of the government.

Proctor Saw a Fight.

New York, March 7.—The Herald's Havana correspondent says that in his recent excursions Senator Proctor saw a lively engagement between a band of 250 insurgents and an equal number of Spanish infantry. This took place almost within sight of Matanzas, in the streets of which city the senator was later approached by a messenger from General Gomez, who openly proclaimed his identity and mission.

Marines Sent West.

Atlanta, Ga., March 7.—The navy department is transferring marines from the Atlantic to the Pacific coast. For three days a party of two or three marines have passed through Atlanta each day on their way to the Pacific coast. The marines come from Norfolk and are all going to Vallejo, Cal.

Wants Cuban Correspondence.

Washington, March 7.—Senator Morgan said today it was his purpose to introduce a resolution at an early date making a second call upon the president for consular correspondence bearing upon the condition of affairs in Cuba.

BUILD THE CANAL.

Object of a Newly Formed Syndicate of Eastern Capitalists.

Chicago, March 7.—The Tribune says: A syndicate to take the concessions granted the Maritime Company by the republics of Nicaragua and Costa Rica for the construction of the canal is in process of organization by E. F. Cramin, of this city, who is now in New York negotiating the contracts by which the new owners of the concessions granted by the Central American republics and for the work already accomplished will come into his possession. T. E. Cooley, who has been associated with Mr. Cramin in the enterprise, is also in New York, gathering material for the specifications, which will be within the next 10 days presented to contractors for bids on the different sections of the work.

The new syndicate for the construction of the Nicaragua canal will soon know within a few million dollars just how much it is going to cost, finished and ready for the passage of the first ship. A rough estimate from the data at hand on the return of Mr. Cramin and Mr. Cooley from their trip over the canal a few weeks ago, placed the cost within \$75,000,000. Mr. Cooley was of the opinion that as further data was collected regarding the nature of the excavation over a part of the route, the cost might be cut down to \$65,000,000. This is far inside the estimates which have been presented to congress in the appeals of the Maritime Company for government aid.

The preparation of the specifications of the contractors has been as thorough as the data in existence permitted. Mr. Cooley secured all the material collected by the engineers for the Maritime Company. He then took the reports of the commission from the United States engineer corps and to these he added all the material to be had during his thorough inspection of the canal at the capitals of Nicaragua and Costa Rica. Immediately upon his return from his trip of inspection a force of engineers was set to work under his direction, bringing into form this mass of material. Just prior to his departure from New York, he intimated that the specifications were so nearly completed that in a short time they would go into the hands of the contractors for bids. Bonds will be required with all bids, and when the figures have been added, for the first time in all the years that men have been trying to join the Atlantic and Pacific by ship canals it will be known somewhere near the actual figures just how much the work is going to cost.

"The Nicaragua canal," he said, "is being treated as a business proposition. Our people want to know where the thing is going when they begin putting in their money. We are going to tell them. There is no great mystery in canal-building that it should not be determined approximately what a canal is going to cost, if engineers are honest enough to estimate properly the work before them. The construction of the Illinois drainage canal has educated the contractors who did that work, and they know just what to expect on the Nicaragua canal. Their representatives have been over the ground, they have studied climatic conditions, learned what their labor would cost, can estimate closely the cost of transportation to the canal of their machinery and material. With the specifications in their hands they can bid as intelligently as if the work was in an American state."

The terms by which the control of the property and concessions of the Maritime Company has come into the hands of the new syndicate are not given out. Their arrangement was the work of several months before the trip to Nicaragua was made.

Who are back of the syndicate is not given out by the promoters, but it is claimed that the contractors have been satisfied of its financial stability. How much government aid and in what shape will be asked are also matters which neither Mr. Cramin nor Mr. Cooley gives out for publication at the present juncture. Mr. Cramin and Mr. Cooley are expected to remain in New York about a week longer in the settlement of the transfer of the canal from the Maritime Company to the new syndicate.

ALASKA BILL PASSED.

Concessions Given Canada in Lieu of Certain Privileges.

Washington, March 7.—After a debate lasting several days, the senate late this afternoon passed the bill extending the homestead laws and providing for right of way for railroads in the district of Alaska. Comparatively little discussion of general interest was created by the bill. Section 13, providing for certain bonding concessions to Canada, in lieu of privileges to be extended by the Dominion government to this country, however, induced a rather lively debate, as it brought into the controversy the old fisheries question on the New England coast, which has been pending between the United States and Great Britain for 100 years. The statement was made on the floor of the senate that there was every reason to believe that by the passage of the bill the fisheries question could be settled without great effort, as assurances to that effect had been received from a large and influential element in Canada.

In the House.

Two more appropriation bills were sent to the president today, the pension bill and the consular and diplomatic bill, both of which went through their final stage in the house today. This was private bill day. The most important action taken was acquiescence in an agreement to make the bill appropriating about \$1,300,000 for war claims, approved by the court of claims, under the provisions of the Bowman act, a special order for next Friday.

PACIFIC COAST TRADE.

Portland Market.

Wheat—Walla Walla, 74@76c; Valley and Bluestem, 77@78c per bushel. Flour—Best grades, \$3.85; Graham, \$3.40; superfine, \$2.35 per barrel. Oats—Choice white, 36@37c; choice gray, 33@34c per bushel.

Barley—Feed barley, \$19@20; brewing, \$20 per ton. Millstuffs—Bran, \$18 per ton; middlings, \$23; shorts, \$15.

Hay—Timothy, \$12.50; clover, \$10 @11; California wheat, \$10; do oat, \$11; Oregon wild hay, \$9@10 per ton.

Eggs—Oregon, 10c per dozen. Butter—Good, 45@50c; dairy, 35@40c per roll.

Cheese—Oregon full cream, 12@13c; Young America, 13@14c.

Poultry—Chickens, mixed, \$3.00@3.50 per dozen; hens, \$3.50@4.00; geese, \$6.00@7.00; ducks, \$5.00@6.00 per dozen; turkeys, live, 11@12c per pound.

Potatoes—Oregon Burbanks, 40@50c per sack; sweets, \$1.75@2 per cental. Onions—Oregon, \$2.25@2.60 per sack.

Hops—14@16c per pound for new crop; 1896 crop, 4@6c.

Wool—Valley, 14@16c per pound; Eastern Oregon, 7@12c; mohair, 20@22c per pound.

Mutton—Gross, best sheep, wethers and ewes, 4c; dressed mutton, 7c; spring lambs, 5@6c per pound.

Hogs—Gross, choice heavy, \$4.25; light and feeders, \$3.00@4.00; dressed, \$5.00@5.50 per 100 pounds.

Beef—Gross, top steers, \$3.50@3.75; cows, \$4.00; dressed beef, 6@7c per pound.

Veal—Large, 6@6½c; small, 7@8c per pound.

Seattle Market.

Potatoes—Yakimas, \$14 per ton; natives, \$11@13; sweets, 2c per pound; box of 60 pounds, \$1.

Butter—Fancy native creamery, brick, 27c; ranch, 22@23c; dairy, 18@22c; Iowa fancy creamery, 25c.

Cheese—Native Washington, 12@13c; Eastern cheese, 12½c.

Eggs—Fresh ranch, 15c; California ranch, 14c.

Meats—Choice dressed beef steers, 8c; cows, 7@7½c; mutton, 8½c; pork, 7c; veal, small, 8c.

Poultry—Chickens, live, per pound, 11c@12c; dressed, 14c; turkeys, live, 12c; dressed, 16c.

Fresh Fish—Halibut, 6@7c; steel heads, 6@7c; salmon trout, 10c; flounders and sole, 3@4c; tom cod, 4c; ling cod, 4@5c; rock cod, 5c; smelt, 2½@4c; herring, 3c.

Olympia oysters, per sack, \$3@3.50. Wheat—Feed wheat, per ton, \$23.

Oats—Choice, per ton, \$23. Corn—Whole, \$23; cracked, per ton, \$23; feed meal, \$23 per ton.

Barley—Rolled or ground, per ton, \$23; whole, \$22.

Flour—Patents, per barrel, \$4.25@4.50; straights, \$4.25; California brands, \$4.65; Dakota brands, \$5.40@5.75; buckwheat flour, \$6.

Millstuffs—Bran, per ton, \$17; shorts, per ton, \$18@19.

Feed—Chopped feed, \$18@20 per ton; middlings, per ton, \$24; oil cake meal, per ton, \$35.

Hay—Puget Sound, new, per ton, \$12@14; Eastern Washington timothy, \$18; alfalfa, \$12; straw, \$7.

San Francisco Market.

Wool—Nevada, 11@13c; Oregon, 12@14c; Southern coast lambs, 7@8c.

Hops—12@17½c per pound.

Millstuffs—Middlings, \$20@22.50; California bran, \$16.50@17.00 per ton.

Onions—Silverskins, \$2.50@2.85 per cental.

Eggs—Store, 10@11c; ranch, 11@12c.

Cheese—Fancy mild, new, 10c; old, 8½@9c per pound.

Butter—Fancy creamery, 18c; do seconds, 17½c; fancy dairy, 17c; good to choice, 15@16c per pound.

Fresh Fruit—Apples, 40c@1.25 per large box; grapes, 25@40c; Isabella, 60@75c; peaches, 50c@1; pears, 75c @1 per box; plums, 20@35c.

Potatoes—Early Rose, 65@75c.

Citrus Fruit—Oranges, navel, \$1.25 @3.00; Mexican limes, \$5.50@6.00; California lemons, choice, \$2.25; do common, 75c@1.25 per box.

Hay—Wheat, \$16@18.50; wheat and oat, \$16@17; oat, \$14.50@16.50; best barley, \$13.50@15; alfalfa, \$10.50@11; clover, \$11@13.

Old Romance Recalled.

A Washington correspondent writes to the Chicago Tribune: Madame Balkmetoff, who visits her mother, Mrs. Beale, every year, is again in the city. She is a sister of Mrs. John R. McLean and widow of a former Russian charge d'affaires in Washington. A romantic story of their first meeting is told. It was in this way: Miss Beale was sitting on the door step of her mother's house, one of the colonial edifices of Lafayette square, when her little pet dog, seeing the count gazing admiringly at his mistress, entered a barking protest. The young lady called the dog off, the count apologized and the acquaintance began which subsequently led to their marriage.

English Petroleum Gas.

The natural gas from the well which was struck about a year ago at Weldon, in Sussex, is being analyzed, and is pronounced to be probably of petroleum origin. The Americans would have analyzed it and lighted the town with it long ago, as the supply is ample.

Miss Florence Hudson, of Baltimore, Md., has a tooth of solid gold, with a diamond in the center of it. The ornament cost her over \$150.

The postal authorities of Paris are said to be about to introduce motor cars and omnibuses for the use of carriers in the delivery of the mails.

The Smithsonian institute has just come into possession of the Hallett Phillips collection of Indian implements and antiquities from the Potomac valley.

DUNHAM'S STORY.

Interesting Report of a Government Official on the Klondike.

Located in Circle City, 180 miles northwest of Dawson, which all the river traffic to and from the Klondike passes, is the man whom the United States government has sent out to gather information regarding the Klondike which the public may know is accurate—Samuel C. Dunham. Mr. Dunham is under the direct jurisdiction of the commissioner of labor at Washington. All the long winter months he has lived in a room in a \$20,000 house at Circle City, a house that is made of logs and boards, and whose real worth seems preposterous.

Mr. Dunham has sent some valuable information to Washington—or to the United States, as he puts it. While Alaska is a part of the United States you never would think so if you lived there and heard the people talk. They always refer to the rest of the nation as: "Back in the States."

It is safe to say that of the thousands already en route to the new Eldorado only a small percentage are actually aware of the real conditions that exist in the land of their destination. As gorgeous pictures of wealth have been painted for their edification as imagination could devise, and that is why the cold facts that have come to us by the aid of carrier, dog and sledge, and finally the United States mail, create something of a feeling of astonishment.

Mr. Dunham tells us that there is not work for the people who are already in the Klondike, and that before the spring rush is half over the country will teem with the destitute and homeless. However, the destitution is not now so great as it was imagined would be the case, and this because it has been found possible for the different camps to help one another.

When Mr. Dunham's report, which is now on its way, reaches Washington, it will be sent to congress at once, but owing to the fact that the report is not likely to reach the department before March, after the Klondike emigration has passed flood tide, Mr. Dunham has deemed it best to forward the more important facts here presented. In his latest letter to the Commissioner of Labor Mr. Dunham says:

"I am making fair progress on my report, and have reached a point where I can give an outline of its practical features. I have completed an introduction, giving a short sketch of the stampede as I saw it from the other side of the mountains; a chapter on the Klondike containing the first accurate account of the original discovery and the development of the mines, and what I hope will prove an approximately correct statement of the output (an exceedingly hard subject to handle); a chapter on Dawson and its surroundings, giving full information relative to wages, cost of living, opportunities for employment, etc., and ending up with an account of the food famine and the exodus, and a chapter on navigation of the Yukon.

"I have well under way a chapter on Circle City and the Birch Creek district, and have all necessary data for one on mining laws and local regulations, incidentally touching on the only form of government that has been known here previous to the present year—miners' meetings. In addition to these I shall give considerable space to the trails and the best means of getting here, expense, etc.; the best routes for railroads, which we assume are bound to come within a few years, although we do not know what is going on outside; the possibilities in agriculture, which are considerable in the Yukon valley, as wheat, oats, and vegetables of many kinds can be grown here successfully; the outlook from the commercial point of view, etc.

"A thousand pages could be written on the situation without exhausting the subject or the reader; but I shall stop short of 400 typewritten pages. It is exceedingly difficult to get information here, on account of the great distances and the unsettled condition of the public mind on the food question. It is hard to work when one hears constantly on every hand stories of starvation and death from exposure. I consider the situation grave, but not desperate. There is food at Fort Yukon for 600 more men than are wintering there, and this can be freighted to Dawson or part of Dawson can go to it. It may be that the transportation companies can feed the population next year, but it is doubted here.

"I have secured an accurate statement of the amount of freight landed in Dawson by the steamers during the season, made up from the manifests of the boats and from information obtained from the agents of the companies. Less than 2,700 tons reached there, and between 700 and 800 tons of this consisted of furniture, whisky, hardware, etc.—less than 2,000 tons for 5,000 men, and much of it was consumed during the summer. Prices are increasing in Dawson, flour selling for \$150 a hundred and many more other staples in proportion. Luxuries are not quoted, simply commanding what a man feels disposed to pay for them. Dogs have sold as high as \$500 apiece there, and \$300 has been offered and refused here.

"Our mail carrier is still here, stranded—without dogs or provisions to get out. The government pays \$600 for a trip that costs \$2,500. Nobody blames the poor carrier, but everybody blames the government and the contractors. I send this out by private parties.

"I am well and strong. The weather is fine, the coldest to date being 25 below zero. Two feet of snow on the ground. The sun rises at 10 and sets at 2, giving us seven or eight hours daylight. Moon swings in the heavens all night, giving a light by which one could read a newspaper if it was to be had. The trails are open and men are starting out in every direction with their dog teams—to Fort Yukon for freight; to Birch Creek mines, to drift, and to Dawson and thence to Juneau."