

NEW ALASKAN STAMP MILL

Will be Put Up by Sea Level Mining and Milling Co.

Short Distance Out From Ketchikan Where There Are Mountains of Gold-Bearing Quartz.

An important deal was consummated in Seattle a few days ago which is of exceptional importance to the mining interest of Southeastern Alaska. It was the signing of articles between the Sea Level Mining and Milling Company and the Hammond Manufacturing Company of Portland, for the erection of a large stamp mill on the property of the former company. The transaction also involved the placing in escrow, in a local bank, of \$60,000 as a payment on the contract price for the work to be performed.

The improvements contracted for by the Sea Level Company include a large mill building, houses for hoist and crushers, tramway, with double track between the mill and shaft, enlargement of the shaft to three compartments, compressor plant, electric lighting plant for mine and buildings, wharf and pipe line.

The Sea Level gold quartz property is generally regarded by the mining experts as the most promising and richest in the Ketchikan district. Many thousands of dollars have been expended in the past two years in the development of the mine, and erection of buildings. About eleven hundred feet of shaft and tunnels have been driven, uncovering a body of ore that a New York expert recently estimated has a value of about a million dollars. His report states that a few months' work after the air compressor drills are installed will show a couple of million dollars of ore in sight. On the dump are ready eight thousand tons of ore.

A postoffice has been established on the property and is designated as "Sea Level." It is located on Turn Arm, about 12 miles to the South and ten miles east of Ketchikan. Scores of other properties are now in course of development in that district, but not one is near so far developed as the Sea Level. The quartz taken from this mine is of a free milling character. About half its value is saved on the plates, while the balance concentrates 15 tons into one. The new plant, with 30 stamps, will have a capacity to handle 125 tons of ore per day.

The improvements will be of the most modern and substantial character, and will be completed within four months. In fact preliminary work has already commenced, as the deal had practically been agreed upon some days ago, and but await the arrival of Secretary Steel from an Eastern trip to consummate it. A large force of men will at once be put to work and every effort made to finish the contract before rainy weather sets in.—Alaskan.

He Was Tired.

The man in the rear seat of the open car looked wan and haggard.

"No," he replied in answer to a question, "I'm not sick, but I'm tired—very tired. I've just been talked at for two hours by a friend who recently took a summer home in the country. It's the first time he ever lived in the country in his life. That's why I'm tired. If you are wise, which I'm not, you'll never permit a man who has spent a couple of months in the country or in the suburbs for the first time in his life to jam you up against a pillar and converse at you."

"He takes it, for granted you don't know the difference between a turnip and a tollgate. He is perfectly convinced from the beginning that you don't know what a chicken looks like except when you see it swimming around in the gravy of a potpie, and he regards it as a matter of course that the only kind of a bird you've ever seen outside of a circus or a picture book is the common or garden variety of English sparrow."

"He wants to tell you about those radishes that he planted himself and that actually seem to be growing right out of the ground, and he expects you to be startled over this. He shouts at you that you ought to see his lawn and the lawn mower he has picked up at a phenomenal bargain for the purpose of beautifying his lawn."

"He insists upon expatiating at great length upon the superiority of his particular kinds of garden hose. He's got a few hens out in his back yard, and his amazement over the fact that they actually do lay sure enough, really and truly eggs—eggs—eggs—and not bogus, would-be, imitation eggs, is written all over him, and he's got to talk about it over bars. He has seen a man driving quite a flock of honest Injun cows past his house, and he can't get over it—cows, you know, that we get the milk from, and going right past my house, with the bells around their necks—thinking!

"And there's a peach tree and a cherry tree on his place, and he's going to be able to pick peaches and

cherries right in his own yard—what d'ye think o' that!—If you don't exhibit signs of collapse over the wonder of this, he thinks you're jealous. But he goes on to tell you that you don't know what the meaning of a bird's song is—that you think you do, but you don't. Then he describes with great minuteness all the different brands of birds that fly around his place—specimens of the eggs of which you robbed nests about 30 years ago—and endeavors to whistle imitations of their respective songs.

"He's a whole heap of a bore, is the garrulous man passing through his first experience away from the city, and he needs to get next to himself a few times."—Washington Star.

Sherlock Holmes.

[Sherlock Holmes, jr., stopped abruptly, clutched his companion's arm and said in low, distinct tones:

"Did you see that man with the bundle?"

"Yes," the other answered. "What about him?"

"He is in love with his wife. He has to get up and start the fire for her in the mornings, because they are not able to get a maid, and he is in the habit of oversleeping."

"Mr. Holmes, you surely do not expect me to believe you know all this simply from watching his movements here in the street? You must be acquainted with him, or possibly you have heard about him."

"No, I never saw him until about a minute and a half ago. I have never heard his name. No one has ever mentioned him to me. Now, I will tell you how I have made my wonderful deduction, and you will see that it is very simple. It is really too bad that you are not more observing. Did you notice that an automobile passed down the street just before I spoke to you about him?"

"Since you mention the fact, I remember that one did whiz along. But what can that automobile have to do with the case?"

"Everything. When it was nearly opposite this man, the operator of the concern rang his bell. The sound was like that of an alarm clock."

"Well?"

"The man had been walking along with his head down, half dreaming. When the bell rang, he lifted his head suddenly and took out his watch to see what time it was. Now, isn't the case perfectly clear? You see, he thought he was at home in bed, that the alarm had gone off and that he must hurry to get up. All the rest is clear enough. If he didn't love his wife, she would have to get up first, and he could sleep serenely till she called him to breakfast, or if they kept a girl the clock would, of course, be on her mind instead of his."

Then, assuming a mysterious air, the great amateur detective peered down a coal-hole in search of other problems.—Chicago Record-Herald.

A Monster Ship.

Steamship Alcoa, Capt. G. G. Hanford, reached port last night to load a 9000-ton cargo of hay, grain, merchandise and lumber for Manila. It was reported from San Francisco that the Alcoa was to be the first of a new line of steamers to be operated by the Pacific Mail Steamship Company from San Francisco to Seattle and Manila direct, but this report is denied by General Agent A. Carter, who is in the city in connection with the loading of the steamer. He says that so far as he knows the Alcoa will be the only steamer of his line sailing direct from Seattle to Manila.

The Alcoa reached port from San Francisco at 6 o'clock. She is the largest vessel ever touching here and has a cargo capacity of 12,000 tons. She will load a cargo of 9000 tons, of which 5000 tons will consist of feed and hay, 1,000,000 feet of lumber, 200 tons of general merchandise, etc. The lumber comes from Port Blakely and Port Ludlow. After loading a portion of her cargo here, which consists of feed for the government, the Alcoa will load some cargo at Tacoma. Returning she will finish loading at this port and will then sail direct for Manila, returning via this city.

The City of Para, it was rumored, would follow the Alcoa, but this is practically denied. She is a passenger steamer of about 3000 tons burden. She has accommodations for 125 saloon passengers, is modern in every respect and has been plying between San Francisco and the Orient. The Pacific Mail Company has just completed two 18,000-ton steamers at Newport News, the great ship-building port on the Atlantic and named them the Koren and the Siberian. Both are intended for the Pacific trade.

The great strike in the East delayed work on the steamers somewhat but after considerable trouble they were finished and were launched some days ago.

The Alcoa carries a crew of 50 Chinese and 16 Europeans. The personnel of her officers is as follows: Captain, G. Hanford; purser, A. E. Edwards; chief engineer, H. Auld; chief officers, A. Lockett; second officer, H. Nelson; third officer, J. C. Kitchen; first assistant engineer, S. H. Simpson; second assistant engineer, E. Holtz; third assistant engineer, E. Thorn; steward, H. Donohue. The

latter is a survivor of the terrible wreck of the Rio Janeiro, which occurred in San Francisco harbor. The Alcoa will sail about Tuesday with one of the largest cargoes ever shipped out of this port on any steamer. She has attracted lots of attention as she lay alongside of Pier No. 3 today.—Seattle Times, July 26.

Crushed by a Harvester.

North Yakima, July 23.—Particulars of the accident of last Thursday by which Everett Roberts, of Kinon, lost his life were received here today. Mr. Roberts was one of the most extensive wheat growers in the lower end of the county, and had just received a combined harvester and threshing machine for use in his grain fields. Thursday morning he hitched 30 head of horses to the machine to commence work. Some of the animals were not well broken. Mr. Roberts stood in front of them, holding one particularly restless animal.

At a word from one of his assistants the horses lunged forward, and before Roberts could get away he was knocked down and trampled upon. He made desperate efforts to get to his feet, but in an instant more the machine was upon him. The large bull wheel, which supports almost the entire weight of the machine, 12,000 pounds, passed over his body, crushing it out of all semblance to a human being. Mr. Roberts had made a remarkable success of wheat raising, although a young man. He was married about four months ago, and brought his bride to Yakima county from Nova Scotia.

Legislator in Trouble.

In the superior court this morning an answer was filed by Wm. Bishop in which the name of Edwina Berry appears as the plaintiff. The answer was that the case be dismissed on the grounds that there was no cause for action and furthermore asking for a change of venue from King to Jefferson county, where the defendant resided.

The complaint not being on file it is not a record of what the grounds are, as charged by the complaint. However, it was understood that Attorney W. F. Hayes would appear for plaintiff and file the bill late this afternoon.

It has been ascertained that the plaintiff sues to recover \$25,000 damages, alleging seduction, defamation of character and great suffering on account of the strain to her mind and body, and also medical attendance.

The plaintiff alleges that at the time she was unmarried and but 16 years of age. Also that she is now the mother of a child. She further alleges that her character has been ruined, while before she was highly respected in the community in which she lived.

Wm. Bishop, jr., whose answer was filed today, is said to be one of the wealthiest men in Jefferson county. He is the owner of several large farms and has logging interests. He is at present a member of the lower house of the legislature of the state. He has been twice elected to the legislature. Bishop is about 40 years of age and married.—Seattle Times, July 26.

(William Bishop above referred to is a half-breed Indian, but the most

wealthy man in Jefferson county, Washington, being a rancher, logger and banker. He has been married less than two years.)

Truce Extended.

Local steamship agents yesterday received advices from the head offices in Seattle that the temporary truce entered into by the Pacific Coast Steamship Company, Dodwell & Co. and the Alaska Steamship Company, June 1, whereby the Southeastern Alaska rate was abandoned for a term of 90 days and the regular passenger rates restored, and which would have expired by limitation July 31, has been extended to August 16, evidently because of the fact that the various lines interested are not yet ready to settle the question involved. A meeting of the various companies has been called for August 10, when the matter will be settled. Opinions seem to differ as to whether the extension of the temporary truce is looked upon by many as an omen of danger, and it is thought probably that the rate war will continue with greater strenuousness than before. Since the temporary cessation of hostilities was declared, rates to Southeastern Alaska have been increased.

A local agent said yesterday that he believed the time was extended in order to allow any impending negotiations between Dodwell & Co. and the Pacific Coast Steamship Co. to go through before the next meeting of the Alaska Steamship Association.

In event that the Pacific Coast Steamship Co. absorbs the Washington and Alaska Steamship Co. matters will be much more easily adjusted as there will be only two companies running boats out of Seattle to Lynn canal.—Alaskan, Aug 1.

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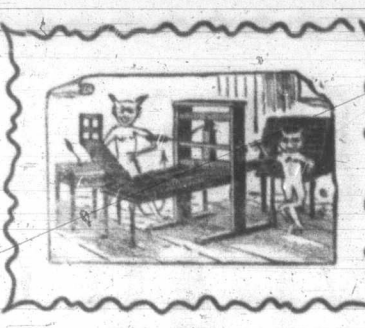
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