

## NORTHLAND'S GREATEST DISASTER

### Foundering of S.S. Sophia, Oct. 25, With All on Board

#### DEVELOPMENT OF NEWS OF THE DISASTER

#### MESSAGES RECEIVED IN DAWSON REGARDING WRECK OF SOPHIA

#### OF HISTORIC INTEREST

#### CHRONICLES OF MARINE DISASTER, ASIDE FROM VICTIMS' NAMES

A series of messages which came to the Dawson News telling of the wreck of the steamship Sophia, and containing the information received, aside from passenger lists, thus showing the order in which the news of the great disaster reached here, are of historic value, and are as follows:

SKAGWAY, Alaska, Oct. 26.—(2:55 p. m.)—The steamship Sophia struck Vanderbilt reef Thursday morning at 2 o'clock, in a blinding snowstorm. Small gas boats, together with the steamer Peterson from Fort Seward, stood by, but no danger was thought to exist as the ship rested on an even keel all Thursday and Friday.

Early this morning Governor Riggs cabled to all signal stations as follows:

"U. S. lighthouse tender Cedar reported at Juneau this morning at 8 o'clock that the Sophia had slipped off the rock and nothing was showing but the masts. All on board lost."

Vanderbilt reef is four miles west and seven-eighths north from Sentinel Island lighthouse, where the Princess May went on the rocks.

A late cable received last night stated that all on board were happy and that the Princess Alice would come North to take off the passengers, who would remain on the Sophia, which was resting easy on an even keel. It is presumed that in the heavy seas which prevented the taking off of the passengers in comfort from the ship, the rock sawed through the bottom, releasing her and allowing her to slip off about 5 a. m. today, while all on board were asleep.

The following is from Governor Riggs:

"On account of the heavy storm, the lighthouse tender was forced to leave last night; also other small boats lying close by were forced to leave. The Cedar returned this morning and found only the top masts in sight. The Sophia was blown clear over the reef and sunk. No survivors were found."

#### DAILY ALASKAN.

VICTORIA, Oct. 25.—(Dominion Government Service.)—Reports received this evening stated that heavy winds in Lynn canal prevented the transfer of passengers from the Princess Sophia, which struck on Vanderbilt reef, on the way south with 200 passengers, largely from Dawson.

#### Report From Skagway

SKAGWAY, Oct. 26.—The steamship Princess Sophia was lost between Skagway and Juneau, the report says, with all on board. No further details received here yet.

VANCOUVER, Oct. 28.—(Dominion Government Service.)—The sinking of the Sophia was the worst marine tragedy in the history of the Alaskan coast. The ship was driven across a jagged reef by a terrific gale and lost, with all on board.

SKAGWAY, Oct. 27-28.—The latest reports received here state that 187 bodies have arrived in Juneau and (Continued on Page Eight.)

The steamship Sophia, Capt. Locke, master, which sailed from Skagway for Vancouver the evening of Wednesday, October 23, struck a reef and foundered between Skagway and Juneau. She went down with all on board. Not a soul survived to tell the tale. The total number of persons aboard the ship at the time of her foundering is estimated in the latest returns at 343. These comprised 55 members of the crew and

288 passengers. Nearly all the passengers were from the Yukon valley. Of this number it is estimated about 125 were from Dawson, and the remainder from the lower Yukon and from crews of the White Pass steamers plying the Yukon river.

The ill-fated passengers nearly all left Dawson on steamers sailing from Dawson between October 11 and 15. The last steamers of the year from Dawson, the Casca and the Yukon,

left here the night of October 15, and many of the passengers and crews from them and also many of the passengers and crews from other boats which left here during the three or four days previous, and who had gathered in Skagway, were on the Sophia. The passengers and crews were largely from the river steamers Dawson, Selkirk, Casca, Whitehorse, Washburn, Seattle No. 3, Yukon and Alaska. The last four mentioned

boats were from the lower river, and the other boats were of the Dawson-Whitehorse run. Some of the crew and others from the United States army despatch steamer Jeff C. Davis also were among the victims on the Sophia.

The full list of passengers sailing from Skagway on the last and fatal voyage of the Sophia, as stated in messages received here from Skagway, were:

### Roll of the Dead

#### THE STAR OF HOPE

Once on the raging seas I rode; the storm was loud—the night was dark—  
The ocean yawned—and rudely blowed, the wind, that tossed my foundering bark.  
Deep horror then my vitals froze,—death-struck I ceased the tide to stem,  
When, suddenly, a Star arose!—it was the Star of Bethlehem!

It was my guide—my light—my all! it bade my dark forebodings cease;  
And through the storm, and danger's thrall, it led me to the port of peace.  
Now, safely moored, my perils o'er, I'll sing, first in night's diadem,  
For ever, and for evermore, the Star—the Star of Bethlehem!

- ABLESON, JOE.
- AFTAIKEN, F.
- ALEXANDER, CAPT. JAMES.
- ALEXANDER, MRS. JAMES.
- ALLEN, GEORGE SANFORD.
- ALLMARK, JAMES H.
- AMALONG, W. S.
- AMALONG, MRS. W. S.
- ANDERSON, J. P.
- ANDERSON, MRS. J. P.
- ANTHONY, A. W.
- BACKMAN, OSCAR.
- BAGGERLY, S. J.
- BAGGERLY, MRS. S. J.
- BAKER, GEORGE J.
- BARLOW, C. W.
- BARNES, ALLAN.
- BARNES, WALTER.
- BARTON, W.
- BEATON, MRS. JOHN.
- BEATON, LORETTA, child.
- BEATON, child.
- BELL, EDWARD M.
- BELL, MRS. EDWARD M.
- BELL, ROBERT, child.
- BELL, EVELYN, child.
- BENNETT, HOWARD.
- BLOOMQUIST, CAPT. OHAS. J.
- BLTYHE, N. G.
- BOURNE, A. T.
- BOWKER, JOSEPH.
- BOYER, FRED.
- BRIDGES, HARRY M.
- BRIDGES, MRS. HARRY M.
- BROWN, FRANK.
- BROWN, J. W.
- BROWN, SAM.
- CAMPBELL, A.
- CARR, MRS. W. S.
- CASTLEMAN, CHARLES M.
- CHANQUIST, CHARLES.
- CHANQUIST, SAM.
- CHIARLIN, C. W.
- CHINERY, CHARLES S.
- CHISHOLM, J. S.
- CHISHOLM, MRS. J. S.
- CHRISTENSEN, J.
- CLARK, JAMES A.
- CLARK, LLOYD E.
- CLAY, J. L.
- CLIMINTO, NINO.
- COLLINS, THOMAS J.
- COLOMDRA, MARIE.
- COLVER, JOHN M.
- COUSINS, MRS. CHARLES.
- CRAVEN, CHARLES.
- CRONE, J.
- DALBY, SEWELL M.
- DANO, G. M.
- DAVIES, HERBERT.
- DAVIES, MRS. HERBERT.
- DAVIS, M.
- DAVIS, RICHARD HARDING.
- DAVIS, MRS. RICHARD H.
- DOUGLAS, CAPT. J. P.
- DUBE, NARCISSE.
- DUBOIS, JAMES.
- EADS, MURRAY S.
- EADS, MRS. MURRAY S.
- ELLIOTT, F. W.
- EYRE, JOHN.
- FAIRES, C. C.
- FINLAY, ROBERT.
- FLANAGAN, J. J.
- FLEMING, A.
- FOSTER, W. A.
- GARNER, A. R.
- GARNER, J. E.
- GARNER, MRS. J. E.
- GEORGE, JIM.
- GIBBS, FRANK L.
- GIDLUND, O. A.
- GILLIS, MRS. DAN.
- GREEN, CAPTAIN JOHN C.
- GREEN, MRS. JOHN C.
- GRENNY, ALTEN J.
- GROVE, W. H.
- GURKOVITCH, PETER.
- GUY, CHARLES.
- HAGEN, FRED.
- HAGER, ROBERT.
- HAGGERTY, WILLIAM.
- HALL, MRS. JAMES.
- HALL, ROBERT M.
- HANSEN, LARS M.
- HARDIN, H. E.
- HARPER, WALTER.
- HARPER, MRS. WALTER.
- HATCHER, JACK.
- HAWS, R. C.
- HAYNES, JACK.

- HEDLUND, CARL.
- HEINZER, L.
- HELLWINKLE, JOHN W.
- HENDRIX, GEORGE R.
- HENNESSEY, THOMAS.
- HENRY, SAM.
- HENRY, MRS. SAM.
- HOERLING, THOMAS L.
- HOLMES, CHARLES.
- HOWARD, J.
- IRONSIDE, EDWARD S.
- IRONSIDE, MRS. MARY.
- JOHNSON, ARTHUR.
- JOHNSON, EDWARD J.
- JOHNSON, MRS. E. J.
- KAWAGA, CHARLES T.
- KELLY, J. F.
- KENYON, H. J.
- KILWAY, CHARLES E.
- KENDALL, A. W.
- KING, J.
- KIRK, JAMES W.
- KLINE, A.
- KNUTSON, CARL.
- KOLONES, SAM.
- KONTES, P.
- LABRIE, I.
- LAIRD, JOHN A.
- LAWLESS, HENRY F.
- LEE, L. M.
- LEAVITT, GUY S.
- LENEZ, MRS. ANNA.
- LEPAGE, THOMAS.
- LEWIS, A. D.
- LIBER, W. L.
- LIDGETT, W.
- LISSON, G. H.
- MABINS, ANTOINE.
- MARKUS, MRS. GEORGE.
- MARKUS, child.
- MASKELL, JACK.
- MATHESON, R.
- MAYHOOD, GEORGE F.
- MESTON, R.
- MILNE, THOMAS.
- MILTON, GEORGE.
- MOYER, M.
- MURPHY, ARTHUR.
- MYERS, ULYSSES GRANT.
- M'ARTHUR, W. T.
- M'CASKEY, P.
- M'CAIT, GUY.
- M'DONALD, D. A.
- M'DONALD, WILLIAM HERBERT.
- M'DONALD, MRS. WM. HERB.
- M'DONALD, EUNICE.
- M'DONALD, RUSSELL.
- M'DONALD, RUTH.
- M'LACHLAN, RODERICK.
- M'LACHLAN, MRS. RODERICK.
- M'LEAN, ALEX R.
- M'LEOD, ALEX.
- M'LEOD, JOHN.
- M'LEOD, N.
- M'LEOD, MRS. N.
- M'MAHON, THOMAS.
- M'NEIL, LOCKIE.
- M'QUEEN, A. W.
- M'TAVISH, ROY.
- M'WATERS, WILLIAM.
- NEILSON, THOMAS.
- NEILSON, CHARLES.
- NELSON, E. M.
- NELSON, S. A.
- NEUBERG, CHARLES.
- NICHOLS, J. G.

- NILES, GEORGE A.
- O'BRIEN, WILLIAM JOHN.
- O'BRIEN, MRS. WILLIAM JOHN.
- O'BRIEN, GRACE, child.
- O'BRIEN, PEARL, child.
- O'BRIEN, ROBERT, child.
- O'BRIEN, WILLIAM, child.
- O'BRIEN, RUTH MAY, child.
- O'BRIEN, GEORGE A.
- PALLISON, ARNOUX.
- PARKIN, HENRY B.
- PATTERSON, JOHN.
- PERKINS, MRS. CYNTHIA J.
- PETERSON, NICK.
- PETERSON, PETER W.
- PINSKA, ALBERT D.
- PINSKA, MRS. ALBERT D.
- PLUMB, HERBERT.
- POPPERT, OSCAR.
- PORTER, C. W.
- PRATT, O. D.
- PUGH, JOHN F.
- QUEEN, C. L.
- RANDOLPH, GEORGE C.
- ROBINSON, HAROLD ALLEN.
- ROBINSON, HERMAN F.
- RUSSELL, H.
- RUTHERFORD, HARRY A.
- RYAN, LEO.
- SALT, O. C.
- SANFORD, T. E.
- STANGE, MARTIN.
- SANGSTER, GEORGE.
- SANTINE, J.
- SATOMYER, D.
- SCHENCK, JOHN H.
- SCOUSE, WILLIAM.
- SEGBERS, MRS. JOSEPH A.
- SENIFF, E.
- SHARON, WILLIAM C.
- SHAW, WILLIAM F.
- SHILLINGLAW, W. W.
- SHIMADA, GEORGE.
- SHOLSETH, GEORGE L.
- SIMICH, TOM.
- SMITH, AL.
- SMITH, FRED.
- SMITH, J. S.
- SMITH, MRS. J. S.
- SMITH, child.
- SMITH, child.
- SMITH, R. H.
- SMITH, W. H.
- SMITH, W. P., Sr.
- SMITH, W. P., Jr.
- SMYTH, A. J.
- SOMERSET, HENRY G.
- SORENSEN, SAM.
- SOULE, F. E.
- STAPLES, WILLIAM.
- STEINBERGER, WILLIAM.
- STEWART, CAPT. AUGUSTINE.
- STEWART, NEIL.
- STITZEL, ELMER.
- STRAIN, N.
- STRUPP, O. H.
- SUTHERLAND, A. H.
- SWARTZ, H. M.
- TACKSTROM, OSCAR E.
- TACKSTROM, MRS. OSCAR E.
- TACKSTROM, GEORGE.
- TAGGART, E.
- TEGGERSCHEY, EMIL (Sharkey)
- THOMPSON, W. A.
- TOLBERT, THOMAS D.

- THORESEN, THEODORE E.
  - TRAINOR, JAMES A.
  - TRIBE, GEORGE.
  - TRUCCO, PAULO.
  - TSUJI, KAKUZA.
  - TURNER, THOMAS N.
  - VANDECARR, H. D.
  - VANVALKENBURGH, BEN. J.
  - VERY, MISS ELANORE.
  - VERY, MRS. MARIA.
  - VERRILL, CLARENCE S.
  - VIFQUAIN, MRS. CHARLES J.
  - VIFQUAIN, CHARLOTTE JOY.
  - VINT, P.
  - VITE, JOE.
  - WALKER, A. W.
  - WARES, G. W.
  - WATSON, CHARLES E.
  - WENDT, E. A.
  - WHEELDON, H. G., or EDWARD G. WALDRON.
  - WHITE, FRANK.
  - WILKINSON, B.
  - WILKINSON, CHARLES H.
  - WILLIAMS, DAVID I.
  - WNCHELL, MRS. AL.
  - WINKLER, A. S.
  - WIRGLE, B.
  - WISHART, THOMAS.
  - WRIGHT, WILLIAM.
  - YOUNG, JOHN R.
  - YOUNG, R.
  - ZACCARELLI, JOHN.
  - ZELSTRA, C. W.
- In addition to the foregoing passengers the Sophia carried a crew of 55, all of whose names have not been learned here. The steamer was commanded by Capt. Locke.

#### BODIES TO LEAVE JUNEAU ON SATURDAY

SKAGWAY, Nov. 7.—A total of 181 bodies of Sophia victims have been recovered to date, and the organized search is being continued. All have been identified except one workaway. With the exception of those ordered by relatives to be buried in Juneau, the bodies of the victims will leave here for Vancouver on the Alice next Saturday, properly embalmed and prepared for shipment.

### DEMAND SENT TO KAISER TO ABDICATE

BERNE, Nov. 7.—A manifesto by the German Socialist party says that Philip Scheidemann, the party leader, with the consent of the party, has asked the imperial chancellor to submit directly to Emperor William the advice or a request that he abdicate. The Socialist manifesto was issued simultaneously with the government's appeal to the German people and asked the workers not leave their work and to abstain from manifestations.

PARIS, Nov. 7.—Germany is facing disintegration such as is befalling Austria-Hungary, according to Swiss reports received here.

#### BRITISH CASUALTIES FOR WEEK, 27,648

LONDON, Nov. 7.—The British casualties for the week total 27,648. The dead number 6,443.

Idle Dollars are Traitor Dollars! Buy Victory Bonds.

### PEACE WITH GERMANY IS REPORTED

LAST FLASH FAILS TO CONFIRM RUMOR—BUT WHITE FLAGS ARE UP

### ENVOYS COME TO FOCH

PREVIOUS REPORTS CAUSE TREMENDOUS CELEBRATIONS IN MONTREAL

WASHINGTON, Nov. 7.—(Afternoon Flash.)—It was officially announced at the state department at 2:15 this afternoon that the Germans had not signed the armistice terms. Secretary of State Lansing stated the German delegation would not be received by Field Marshal Foch until 5 o'clock this afternoon.

PARIS, Nov. 7.—It is reported that four German officers bearing white flags probably will arrive at Marshal Foch's headquarters tonight.

BERLIN, Nov. 7.—A German despatch up peace negotiations has left for the western front," says an official statement. "The delegation includes Admiral Von Hintz, former foreign minister; Admiral Meurer, former military attache in Paris; General Gruedell and General Winterfeldt."

MONTREAL, Nov. 7.—The Montreal Star, in a special edition this evening, publishes the following from London: "Semi-official circles here declare that Germany has accepted Marshal Foch's terms."

PARIS, Nov. 7.—An official statement from Berlin, in announcing that the armistice terms for Germany had not arrived at the German capital up to date, adds: "Whatever it may be, the message is awaited in Germany with calmness in conformity with our dignity."

PARIS, Nov. 7.—Germany is expected to indicate soon, perhaps tomorrow, whether she will ask Marshal Foch for the terms of the armistice formulated at the Versailles conference.

The Germans, it was said, must answer yes or no immediately if the present conditions are not to be made even more severe.

MONTREAL, Nov. 7.—Local papers this afternoon announce that Germany was quit. The city has begun celebrations, the crowds collecting, shouting and singing.

VANCOUVER, Nov. 7.—(Afternoon Flash.)—It is unofficially stated that Germany accepts the terms of the armistice, effective at 2 p. m. today. The Associated Press declines to confirm the report until something more definite is received.

#### HUNS TO GET OUT OF ROUMANIA

AMSTERDAM, Nov. 7.—German newspapers say negotiations are pending for the withdrawal of Mackensen's army from Rumania.

#### AUSTRIAN ROYALISTS ALL IN SWITZERLAND

COPENHAGEN, Nov. 7.—All the Austrian archdukes and their families have gone to Switzerland.

—Buy a Victory Bond—



## Biographical Sketches

Of the 343 souls who perished with the ill-fated steamship *Sophia* in Lynn canal October 25, 1918, nearly 300 were from the Yukon valley, and more or less acquainted with Dawson, while fully half the number had made their homes here. Considering the large number of others engaged in the steamboat service on the Yukon who made this a frequent port of call, Dawson may claim by far a greater number than any other place of those lost with the ship.

The list of the dead includes many of the best known pioneers of Dawson and vicinity. In some cases entire families were wiped out, families which had lived in Dawson for many years, and who were identified with many activities of this region. The toll included upwards of fifteen beautiful Klondike children, all jewels in the memory of their many friends. Yukon never suffered such a severe blow as this at one stroke, and ever will Yukon hold in loving memory those of her people who perished with the ship. The following are brief sketches, covering as much information as was obtainable in the limited space of time, respecting the departed:

### BIOGRAPHERS

**WILLIAM SCOUSE**, who perished with the *Sophia*, was one of the most notable figures in Klondike history. He was one of the most fortunate of the Northland's gold seekers, and ranked from the beginning of this camp as one of the luckiest of Klondike kings. Mr. Scouse hoisted the first bucket of fabulously rich pay gravel from Eldorado creek, the richest gold stream in the history of the world, and, after taking out a large fortune, did not leave the Yukon, but reinvested here to a large extent, and continued one of the largest mine owners and operators of this country until the time of his death. Of late years he usually spent the winters at his home in Seattle, with Mrs. Scouse, and came North every summer and spent the open season here in charge of his large hydraulic holdings on Dago hill, Hunker creek. His earlier holdings on Eldorado, Bonanza and Hunker mostly were sold years ago to large companies.

William Scouse was born at L'wood, Scotland, February 29, 1860, and was the son of Robert Scouse and Jane Scouse, nee McGill. With his parents he moved to Beith, Ayrshire, and went to school. His parents died when he was 17. William came to Pennsylvania in 1880, and was a coal miner at Lloydsville, in that state; then was a year at Weir City, Cherokee County, Kansas; then a year as coal miner at Carbonado, Wash. He then went to British Columbia, and was at Nanaimo, then a miner at Graham Island, Queen Charlotte Sound two years, prospecting for coal; then back to Nanaimo and Wellington until March 5, 1896, when he sailed north on the Danube, to Juneau, then outfitted and crossed the Chilkoots at Dyea; with him were William Sloan, now minister of mines for British Columbia, and John Wilkinson and Thomas Flack. They came down by small boat from Bennett in June, prospecting on the Selwyn, the Stewart and the McQuesten; then started for Fortymile or Circle in August, and below Sixtymile met Joe Ladue, Stanley and Worden, who told of the Klondike strike. The party rushed down to the strike and staked on Adams; Eldorado, then Whipple; Bonanza, then Rabbit; Hunker and other creeks. They got No. 15 Eldorado, from which they took \$3.50 in the first pan, which was the first rich pay found on that creek. Scouse and Flack were on the ground at the time the pan was found, and Scouse was in the shaft. After that they developed much rich pay there and on other claims, and all made fortunes. Mr. Scouse was married fourteen years ago. His bride was Miss Morris.

**EDMUND SIMINGTON IRONSDIE**, who perished with the *Sophia*, was born at Manitoulin Island, Ontario, 39 years ago. He came West when a young man, and worked on the Crow's Nest railway with the survey staff in 1896-7. He worked for a while with the Canadian customs at Skagway in '98, and then joined with the White Pass railway survey staff, where he was associated with M. J. Heney, Stikine Bill Robinson, and other famous railway builders of the first railway to the Yukon interior. Coming to Dawson, he entered the prospecting business, and was engaged on Moose creek, a tributary of the Fortymile, in 1901-2. After that he entered the Canadian customs service at Dawson under E. S. Busby,

now chief customs inspector of Canada. He continued in the service in capacity of an assistant and gradually advanced, until about five years ago, when he was named collector of the port of Dawson and sub-ports throughout the Yukon. He succeeded John A. McDougal, who resigned to go into business in Vancouver. Mr. Ironside was exceptionally energetic in patriotic work in Dawson. He was one of the organizers of the Yukon Patriotic Fund, and one of the most efficient and devoted workers of that organization. He was secretary of the fund up to the time of his departure, and his associates give him the full credit of being the man who originated and brought into effect the plan of getting the large companies of the Yukon to arrange that all of their employes should devote one day's pay a month to the fund. He was tireless in his position as secretary, and handled a vast amount of routine in connection therewith. During his service in the customs Mr. Ironside also was preventive officer of the Yukon for years. He was prominent in a number of Dawson's societies, especially the Masonic order, and was a president of the Dawson Shrine Club. He was a long time member of the Yukon Rifle Club, an enthusiastic hunter, a member of the Dawson Home Guards, and active member of various other local organizations. Mr. Ironside was a gifted writer of verse, and leaves a volume of verse touching on many phases of life in the Yukon, and on other themes, reflecting on the whole a most active and versatile mind. Mr. Ironside was a warm personal friend to Mr. Beatty, the new head of the Canadian Pacific railway. They formed a warm acquaintance in British Columbia years ago.

Mrs. Mary Ironside, who was lost in the *Sophia* wreck with her son, Edmund, was a native of Killamey, Ireland, and the widow of a prominent pioneer Canadian civil service official who lived for years at Manitoulin Island, Ontario. Mrs. Ironside came to Dawson five years ago in company with her son on his return from a visit to the coast, and made her home here ever since. Mrs. Ironside was a member of the Eastern Star and of other local organizations, and had many friends here. Her home always was open to a large circle of young friends, and her hospitality was enjoyed by many who now mourn her loss. Mrs. Ironside is survived by one son, living in Nanaimo; one daughter, Mrs. James, in Winnipeg; and another daughter, Miss Sybil Ironside, of Vancouver.

**MR. AND MRS. WALTER HARPER**—Mr. Harper was a son of the famous Yukon pioneer, Fred Harper, of the noted old time firm of Ladue & Harper, original locators of a large portion of the townsite of Dawson. Walter was born on the lower Yukon. He was given a good education, and, after returning to his old home, entered actively into various enterprises. He was married the first day of September of this year at Fort Yukon. His bride was one of the nurses in the Episcopal hospital at Fort Yukon. Mr. Harper was en route outside to enlist with the American army, and Mrs. Harper planned to return to her old home and there enter the Red Cross work. Mr. Harper leaves two sisters, Miss Jessie Harper and Miss Annie Harper, at Fort Yukon. They are teachers. The young ladies passed through Dawson a year ago, en route North after having completed a college course outside, and were entertained here quite extensively. Mr. and Mrs. Harper were known to a number of Dawson people, and were held in the highest esteem.

**WALTER BARNES**, well known Klondike mining operator, was born in Wiltshire, England, about 45 years ago. He came to Vancouver about 25 years ago, and in 1899 went to the Atlin country, and came to Dawson in 1900. He was engaged in prospecting and placer mining on various creeks in this district for years, for a time on Hunker creek, and at other time on other creeks. His brother, Fred Barnes, was the chief owner and operator of the extensive hydraulic properties on Lovett gulch until his death, about five years ago. Walter had been with Fred for some time, and on his death Walter took over the Lovett gulch properties, and was the head of the operations there until his death. The properties are among the most productive in the Yukon. During the last ten years an enormous quantity of gravel was handled on the property. The hill was tapped by a tunnel running 1,700 feet back into the hill, and the pay gravel was worked largely with use of cars, operated on a small iron

track. A horse known as "Billy," a handsome white animal, was engaged summer and winter in hauling out the gravel, and was a real horse-miner. Mr. Barnes thought so much of "Billy" that this year he took the old horse with him when leaving for the South, and intended to pension him on the pastures in British Columbia. Mr. Barnes stated that Billy had hauled out at least half a million in gold from the property. Mr. Barnes is survived by a widow and four step-sons, living at De-roche, Nicomen Island, near Vancouver, the family home.

**ALLAN BARNES**, brother of Walter Barnes, perished on the *Sophia* with his brother. Allan also was born at Wiltshire, England, and came to Vancouver about 28 years ago. He was in the restaurant business in Vancouver a long time. He first came to Dawson in 1913, and was associated here with his brother on Lovett gulch. He is survived by a widow and two children, living in Vancouver.

**MR. AND MRS. WILLIAM HERBERT McDONALD AND THREE CHILDREN** were among the best known of Dawson families. Every member of the family was lost with the *Sophia*. The children were Eunice, age 12 years; Russell, age 8, and Ruth, age 5. Mr. McDonald was 49 years of age. He was raised at Portage la Prairie, where his parents still reside, and where he worked until he came to the coast, thence to the Yukon in 1899. He packed over the Ridge road with mules, in the employ of Mike Lane, freighting to the creeks. Lynch Brothers bought out Lane, and Herb remained with Lynch Brothers until he went into the transfer business for himself in 1905. He moved Milvain's Walker's Fork dredge over the divide, up Poker creek, down Little Gold onto Sixtymile, thence up Miller creek, which was a great undertaking, in 1912. He was married to Miss Emma Carlyon, of this city, in 1905. They had three children. Eunice and Ruth were born in Dawson, and Russell was born in Seattle. Mrs. McDonald's mother and sisters are on the coast. Herb had a brother, George Henry, who left here last spring with Col. Moore's contingent, and who is now with the B. C. Reserve Battalion in England. Herb was an excellent horseman. He was highly esteemed by all who were in his employ. Mr. and Mrs. McDonald had a host of friends in Dawson. Mrs. McDonald was an active member of the Martha Mungar Branch chapter of the Daughters of the Empire. Eunice was a member of the Girl Guides, and was an exceedingly bright and cheerful worker, and a good knitter. Her last month in school she was the top of her class, and always ranked among the first. Russell was an exceedingly rugged boy, and both he and little Ruth were bright and lovable children. Mrs. McDonald was 31 years old, and a prepossessing woman and a loving and devoted wife and mother. They planned to go from Dawson to Vancouver, and then to settle somewhere on the coast. Mr. McDonald shipped out a large number of horses at the time he left. Mr. McDonald's family were pioneers of Oatville, Manitoba, and he was there a long time before coming here. Several of his family now live there.

**MR. AND MRS. WILLIAM J. O'BRIEN AND FAMILY**—The largest loss of life sustained in the *Sophia* disaster by one family was that of the O'Brien family. Every member of the family, numbering seven, went down with the ship. The members of the family were: William John O'Brien, the father; Mrs. Sarah O'Brien, the mother; Grace O'Brien, age 14 years; Pearl, age 10 years; Robert, age 8 years; Billy, age 6 years, and Ruth May, the baby, age 2½ years.

Mr. O'Brien at the time of his death was a member of the Yukon council or legislature; a member of the Dawson city council; member of the Dominion military tribunal for Dawson; and for years had been secretary of the Dawson lodge, No. 1393, of the Loyal Order of Moose, which position he resigned on leaving Dawson. He also had been a prominent member of other Dawson societies, and had occupied all chairs in the Yukon Territorial Liberal Association, of which he was an active member until he left here. Mr. O'Brien was born in Toronto in 1878; moved to Detroit, Mich., with his parents in his youth. After school days he was in the employ of the United States postal department and then in the Detroit street railway department. As a young man he came to the Klondike, about the year 1901, and was in the employ of his uncle, the late Thomas W. O'Brien, and was associated with him in the construction of the Klondike Mines railway, and also in the management of the O'Brien & Moran fleet of river steamers, while they were in opera-

tion on the Yukon. After that he was in the employ of the Dominion government as secretary to Hon. Alex. Henderson, former governor of the Yukon. Later he entered the insurance and general brokerage business, in which he continued up to the time of his leaving Dawson. He represented the Great West Life Assurance company, and also was the Canadian Pacific representative in Dawson. In the political area he took an active part in all campaigns, both local and federal, and was elected twice to the Yukon council for the district of North Dawson, and was a good platform speaker. Mr. O'Brien was a fine singer and took an active part in concerts and patriotic benefits. Mr. O'Brien's last public appearance as a singer was at Skagway, the evening before the *Sophia* sailed, when he sang at a patriotic gathering.

A year after Mr. O'Brien's arrival in Dawson he returned to Detroit and married Miss Sarah McKinnon, the daughter of a prominent building contractor of that city.

Mrs. O'Brien later followed Mr. O'Brien to Dawson and brought with her their eldest child, Grace, who was born in Detroit.

Mrs. O'Brien took an active part in many Dawson societies and was a prominent worker in the George M. Dawson chapter of the Daughters of the Empire, and also a very active worker in the Woman's Auxiliary of St. Paul's church.

The O'Brien children all were born in Dawson, save Grace. They were charming children, and had endeared themselves to a host of friends and lovers of little ones of Dawson. A friend pays them this tribute:

"They were beautiful children, all exceptionally bright and courteous. Grace, the eldest, was thoughtful and considerate of the rest of the children, and greatly devoted to her parents. She was exceptionally bright in school, and did especially clever work in connection with the school newspaper, both as writer and illustrator. Her drawings were remarkably good. She was a good pianist, patrol corporal in the Dawson Girl Guides, and also a member of St. Paul's Junior Auxiliary.

"Pearl, age 10 years, like her sister, Grace, was exceptionally bright in school. The last month in school here she was at the head of her class. She played the piano and sang beautifully, and took an active part in all the children's entertainments. She also was a member of the Girl Guides and St. Paul's Auxiliary. Grace and Pearl knit many socks for boys at the front.

"Bobbie, age 8 years, was a very bright and intelligent lad, full of life and fun, always a leader amongst his chums, and was well known to all Dawsonites as a little lad of ceaseless boyish activities.

"Billie, age 6 years, was a dear little chap, full of life and fun; very good with his studies, and, like his sister, Pearl, was the top student in his class the last month in school here, of which fact he was very proud.

"Ruthy May, the baby, was 2½ years old, a lovely, bright, nice toddler."

Mr. and Mrs. O'Brien left here to visit Mrs. O'Brien's father in Detroit, and were somewhat undecided as to where they would settle, but it was their intention to either locate in Vancouver, B. C., or Detroit, Mich.

They are survived by Mrs. O'Brien's father and brothers and sisters on both sides who all reside in Detroit. Mrs. Dixon of Ottawa is an aunt to Mrs. O'Brien.

**MR. AND MRS. ALBERT D. PINSKA** had lived here about twelve years. Mr. Pinska was the Dawson manager of his brother's store, and had just resigned to go to the coast, planning to serve in the United States army or work in the shipyards this winter. He was a native of St. Paul, Minn., 41 years of age, and member of a pioneer family of that city. His mother and his eldest sister died within the last eight months. Mrs. Olive Pinska was formerly with the N. A. T. & T. Co. here for years. She was the only daughter of the late Captain Geer, pioneer Yukon river captain and brother of former Governor Geer of Oregon. She was born in Clackamas county, Oregon. Her old home was at Silverton, Oregon. She was a cousin to the late Homer Davenport, America's most noted cartoonist, who also hailed from Silverton. Mrs. Pinska was an active member and secretary for a long time of the Klondike Knitting Klub, which had been merged with the newly organized Dawson branch of the Canadian Red Cross. Both she and Mr. Pinska were expert knitters, and both turned in a great many socks which were forwarded to the Yukon boys at the front. Mr. and Mrs. Pinska were lovers of the outdoor life, and both expert hunters, canoeists, skaters, snowshoelists and curlers. They maintained a summer cottage at Sunnydale, opposite Daw-

Everybody loses time,  
Eating, sleeping, walking, talking.

**Victory Bonds**  
LOSE NO TIME

They work the whole year round.

Every month in the year, every week in the month, every day in the week, every hour in the day, every minute in the hour, every second in the minute, silently, steadily they earn that little 5% and slip into your bank account before you have had your breakfast.

Solid as the Rock of Gibraltar, sure as the rising sun.

This space is paid for by one who has bought.



BUY A  
**VICTORY BOND**  
and Eat at  
**THE ARCADE  
CAFE**

Dawson's Leading  
Restaurant  
OPEN DAY AND NIGHT  
Sunday Dinners Our Specialty

Gleaves & Mackenzie  
Proprietors

**MAKE IT THE LAST**

Save every dollar you can and dig deep into the work of war. Pour out your resources—hold back no single dollar that can help make the victory FINAL. Make this

"THE LAST OF WARS!"

Buy Bonds to Your Utmost  
**YUKON SHEET METAL WORKS**

**BUY A VICTORY BOND!**

And then every time you see a man buy a pound of sugar, of salt, of tea, stamp a letter, write out a cheque, smoke a cigar, or even light a match, you can say to yourself,

"THAT MAN IS PUTTING MONEY INTO MY POCKET!"

The House of Quality

**THE PRINCIPAL HOTEL**

son, where Mr. Pinska made his headquarters for hunting. He was one of the most enthusiastic of Dawson's duck hunters. Their cottage was a mecca for a host of friends, and scores of people enjoyed their hospitality there at one time or another during the last several years. This fall, on leaving here, they turned over their launch and cottage to the Dawson Returned Soldiers' Club. Mr. Pinska was one of the most expert bowlers and curlers ever in the North. He formerly bowled on the famous St. Paul Capitals, which won matches throughout the Middle States and toured as far east as Chicago, and he held many medals won in the championship contests. He was one of the most expert skips in the Dawson Curling Club for years. Mrs. Pinska also was a splendid curler, and last winter was one of the prize winners in the semi-finals in Dawson's big patriotic bonspiel. She was a member of the Dawson Women's Ambulance Corps, and took the full St. John's Ambulance drill and course of instructions here, and last winter was one of the volunteer squad of the corps who rendered invaluable aid in nursing the Day family, when all members of the family were burned severely in the fire which destroyed the Day home. Mr. Pinska is survived by a brother and three sisters living in St. Paul, and by one brother, Martin A. Pinska, of Dawson. Mrs. Pinska is survived by no immediate rela-



# Dawson Honors the Dead

All of Dawson's churches held special memorial services at various hours in honor of the victims of the Sophia disaster. Citizens in general met in honor of the dead in one of the largest assemblies ever held in this city.

Dawson suspended all activities Sunday and solemnly assembled in Arctic Brotherhood hall and paid reverent tribute to the Northland's honored dead of the Sophia disaster.

A service of most impressive character was held. The large and historic meetingplace was filled with citizens of every walk of life. The service was one of simple yet eloquent tribute to the honored dead. The hall bore no decorations save the gently draped forms of the Union Jack on one side of the proscenium arch and that of the Stars and Stripes on the other.

Col. R. S. Knight, acting chief executive of Yukon Territory, presided, while with him on the rostrum were the clergy, and behind them was seated the choir.

Rev. J. Y. McGookin, pastor of the Dawson Presbyterian church, and Rev. W. W. Williams, rector of the Dawson Church of England, accepted the invitation of the committee to participate, and gave most able and fitting addresses. Rev. Benjamin Totty, of Moosehide, also attended.

The choir was composed of members of all the congregations in the city. The instrumental music was provided by John Dines, violin, and Sidney F. Chamberlain, piano.

The main portion of the lower floor was occupied largely by representatives of all the fraternal orders and a number of other societies of the city. The members of the Eagles, Odd, Fellows, Moose, Masons, Pioneers, Rebekahs, and the Eastern Star attended in bodies and in full regalia. Members of the Girl Guides, the Martha Munger Black chapter of the Daughters of the Empire and the Dr. Geo. M. Dawson chapter of the Daughters of the Empire also attended in bodies. The R. N. W. M. P. were represented by a platoon of police in full uniform.

The service opened with a brief address by Col. Knight, in which he stated that those present had gathered to pay solemn tribute to the memories of the many relatives and friends of Dawson and the Northland who were lost in the Sophia wreck. He characterized the disaster as without parallel in the history of the North, and said it is felt all the more here because of the large proportion of the population directly affected by the one blow, and by reason of the fact people of Dawson are as one large family. "I trust," he concluded, "that those nearest to the departed will find in our prayers this afternoon some measure of consolation and comfort that might not otherwise be theirs."

Rev. Williams then offered prayer. The hymn, "When Our Heads Are Bowed With Woe," then was sung, followed by scripture reading by Rev. McGookin. The hymn, "A Few More Years Shall Roll," was sung, and Rev. McGookin followed with an address. Then was sung "Nearer, My God, to Thee," followed by an address by Rev. Williams. Prayer for the relatives and those traveling on the seas was offered by Rev. McGookin, and after that the hymn, "Eternal Father, Strong to Save, Oh, Hear Us When We Cry to Thee for Those in Peril on the Sea."

The service closed with a beautiful and deeply impressive rendition of the immortal "Dead March in Saul," rendered by Messrs. Dines and Chamberlain, followed by "God Save the King" and "God Save Our Splendid Men."

**Rev. McGookin's Address**  
The address of Rev. McGookin is as follows:

A great English poet has said that "There are thoughts which lie too deep for tears," and on an occasion such as this we feel that there are thoughts which lie too deep for words—that the exercises of no service can give adequate expression to the feelings which during the last week have been surging through our souls. Nevertheless, it is fitting that, as citizens of this town, we should meet to pay a tribute of respect to the memory of the dead, to express our sympathy with those who have been bereaved, and especially—and I say especially guardedly—to try, if we can, to find in this tragedy any message for ourselves who in the providence of God have been left to carry on our work.

We meet, awed and bewildered by what is probably the greatest catastrophe that has ever befallen the Northland. A few weeks ago many of

the people before me bade goodbye to some of their closest friends, and in some cases to very near relatives who were leaving for the "outside," as we in the North soon learn to call the great world from which we are in some measure separated. There were the usual sorrows at parting. Old friendships were being broken up, and even the "tenderfoot" soon learns that friendships in the North, in their warmth and unaffectedness, are like friendships nowhere else. But, in many cases, there were prospects of happy reunions either in our own town or elsewhere. On the part of those "going out" there were many bright prospects. They looked forward to seeing old friends whom probably they had not seen for almost a generation. In some cases, perhaps, there were expectations of going back to the old home—the home of a mother's love, of a father's care. Most of those "going out" had for many years endured the hardships of life in a pioneer country and were hoping for that enjoyment of life to which these years of sacrifice had entitled them. Also, in some of the provinces of our own vast Dominion or under the Stars and Stripes of the great republic to the south of us, how many people were eagerly awaiting the arrival of loved ones from the North.

But once more there has come home to us the awful fact of the uncertainty of physical life. Once more we are reminded of the frailty of man and of man's works in contrast with the gigantic forces of nature.

Perhaps it is a beneficent Providence who has cast a veil over the last five minutes of this awful tragedy. But we often wish we could raise that veil. We wish that we had some tales of heroism to light up this dark chapter. When the Birkenhead went down the British race was thrilled with the thought of men standing at their posts on board that doomed vessel singing "God Save the Queen." When we read of men in response to the captain's appeal, "Be British," standing on board the sinking Titanic in order that the women and children might be saved, tears filled our eyes. We bowed our heads reverently and said, "Thank God, the chivalrous spirit of the Anglo-Saxon race still lives." We wish, therefore, that we knew of some of the deeds done as the Sophia with her great human cargo plunged into the waters.

Yet it is better as it is. Is it not in keeping with the history of the North that the noble deeds done on this occasion should be unheard of? How many of the noblest acts of the Yukon's best sons and daughters have been performed unknown to the outside world! Most of you know of the deeds of self-sacrifice on the trails. These have been performed not in the eyes of the world. No newspapers have reported them. No electric wires have flashed a record of them. There is, therefore, a melancholy appropriateness that the sacrifices made on the sinking Princess Sophia should be made unknown to the outside world.

We in the North do not need to be told that those people died nobly. We know they did, because the men, yes, and the women, too, on board that vessel had been cast in a heroic mould. They had heard the Call of the North as it is expressed by our own bard:

"Send not your weak and your feeble,  
Send me your strong and your sane."

They had been schooled in this stern land. They had lived amidst the mountains with their infinite suggestiveness. To them we can pay no higher tribute than this—to say that they possessed the qualities of manhood and womanhood. Our own age, whatever be its faults, has come to place its strongest emphasis on manhood, character, personality.

"God give us men"  
cries the poet.

"A time like this demands  
Great hearts, strong minds, true faith  
And willing hands."

Perhaps better than any other country has the North responded to this cry for manhood.

But if this is simply a Christian service, as it was intended it should be, it is not its purpose so much to praise the dead as it is to comfort and exhort the living. Broken hearts have been left. Some of them are far away from here, and to them we extend the sympathy of fellow-sufferers. Others are here in our midst and, thank God, they are in the midst of people who are willing to do their best to comfort and help

them. Whatever may be the failings of Northerners, and we are all only flesh and blood, let this be said that the hearts of northern men and women never have failed to respond, and, with the help of heaven, never will fail to respond where sympathy and help are needed.

We must not forget that many precious lives have been lost which were unknown to us in the North. To these friends we say that we grieve together in the name of our common humanity.

At a time like this our hope must be in God, in the personal God of human experience, the God whom Jesus has taught us to call Father and whom through the experiences of our own lives we have come to know as our Comrade, our Brother, our Friend. We see that God especially as He is revealed to us in "That sinless life which breathed the Syrian blue." If we can see all life in the light of the experiences of the Master from Galilee, our burdens will be lighter and our problems will be easier to solve. We are inclined to look on this disaster as being an awful waste of human life. But we are told that nothing is ever wasted. To many it seemed that the death of Jesus was a waste. But in the light of Christian history we know that the greatest triumph of the spiritual forces of life ever achieved was in the death of the Christ.

Therefore, let us express an earnest aspiration that the North may be benefited by this sacrifice. Especially in a time like this, when all the character that the strongest of us possess is needed to enable us to meet the problems which confront us, should the memory of the friends who have gone inspire us all to

Our local press, in referring to this disaster, made use of the well known military phrase, "Carry on." It is a phrase pregnant with meaning. The officer uses it when he enters the drill room and his men stop their work. He says, "Carry on." It means "Do not mind me, go on with your work." It has been immortalized by being used by officers mortally wounded. "Carry on" has been their last order. Do not mind my death, go on fighting." Is that not an epitome of the lesson we should take from this disaster? Let us take up our task, and theirs who have been called away, and, with God's help, go on in the performance of our duty.

**Rev. Williams' Address**

Rev. Williams, in his address, said: The world is full of the inexplicable, the impassable, the unfathomable, the insurmountable. When it comes to us so closely as it has done through the terrible wreck of the steamer Princess Sophia, striking this northern country, Dawson in particular, a far heavier blow than even the war has yet done, we ask, "Why is this?"

I will not dwell upon the scene of the disaster, nor any one phase of it. Rather will I endeavor to see the speck of blue in the dark cloud and direct your attention to that. There are consoling thoughts in it as well as lessons to be learned.

In these days of great sacrifices we all must look for the possible bright side in our trials or life would be unbearable.

The previous speaker truly said it is in keeping with the character of the people of this Northland, that there should be no tales of heroism or devotion to duty, neither any word of complaint.

Each one we know did their duty, and the spirit of true Christian fellowship which was so prominent in their lives bound them closer together at the last.

Where is the bright light for those who most keenly mourn their loss?

Has not the progress of the human race been advanced by the sacrifices of those who have suffered, and by the untimely deaths of those who have met their fate in an unexpected way, just as did those dear friends whom we honor today?

That has always been true, whether in times of war or of peace. Just as civilization has followed the pioneer, who has borne the trials and privations of pioneer life, and progress in science has often been won through the sacrifice and death of the discoverer, so have the comforts and the comparative safety of present-day transportation been secured at the same high cost. And if, as is likely to be the case, through the wreck of the Princess Sophia in the Lynn canal, that passage will be made any safer, or any new regulations or rules enforced which the investigations may reveal the need of, to

render the possibility of such a disaster in the future less possible, then I say there was not one person on board that ship who would not willingly have taken their place if they knew the fate that awaited them and its result.

Life is a very complex problem. We cannot know or understand the "why" and the "wherefore" of these things. Neither is it any use blaming anyone for this or for that. Our vision of the present is too limited, our knowledge of the future is only in part.

But this we do know: History of the past tells us that we reap in joy what others have sown in tears, and what we or our contemporaries sow in sorrow and tribulation, future generations will reap the benefit of.

If that is so, as we have every reason to believe, then their life has not been in vain; much less will their unseemly death be in vain.

One of the outstanding lessons of the disaster is, that God is no respecter of persons. Old age, middle age, youth and child, went down together. As also did the seafaring man and the landsman.

Seldom, if ever, before have so many experienced seamen met their death as passengers on board a vessel the size of the Sophia. Yet their combined knowledge and experience did not avail against the fury of the storm. Just what took place, we do not know. But we rest assured that the spirit which prompts the northern people to give a helping hand to others was very prominent.

We have assembled here today, to pay our last and best respects to their memory. Fellow citizens, if we would honor them as they deserve to be honored, if we would remember them as we ought to remember them, we should try to imagine what message they would send us; what request they would make of us, their former fellow citizens. Wouldn't it be to take to ourselves the lessons which stand out so unmistakably in this disaster; the uncertainty of human life; the utter dependence of man in all his undertakings upon God who alone has power to create and to uphold? "Except the Lord keep the city," says the Psalmist, "the watchman waketh but in vain."

No one who looks at all the facts of life here, with its disappointments, can believe that such a disaster, which cut off so many before their days of usefulness were over, is the end of all. God has some better things in store for those who are ready for them.

God has given us, through the very ones we honor today, another warning that the end is sure. To you who mourn the loss of dear ones I say, "Hope thou in God." Let loving hearts trust in His still

# WAECHTER BROS. COMPANY

SUCCESSORS TO

## PACIFIC COLD STORAGE CO. WHOLESALE BUTCHERS

IMPORTERS OF

## Fresh MEATS, POULTRY BUTTER, Etc.

PHONE 33

Remember, meat gives you the greatest value for your dollar as the price of meat has raised less in proportion than any other commodity. You cannot economize by cutting out meat. Your system needs it in this rigorous climate. A well nourished body is thrift. A nation's resources are not totally comprised in her forests, mines and gold reserves, but also in a vigorous citizenry.

# Yukoners, Lend the way the Yukoners Fight

The fighter has no time to count the cost as he jumps into the unknown, as he springs to success—possibly to death.

Ever worry about meeting a Victory Bond payment?

Think once more of the man who does not worry about meeting death.

Buy bonds to your utmost—  
and save to your utmost to  
pay for them and keep them

This space contributed by

## THE KLONDIKE THAWING MACHINE CO.

The Store That Sells Most Everything

GEO. F. JOHNSON, Proprietor

Through all the dark and devious way,  
His purposes will ripen fast,  
Unfolding every hour;  
The mud may have a bitter taste,  
But sweet will be the flower.

### GOOD BYE

(In memory of those who sent the last message from the Sophia. "We are foundering—Goodbye!")  
We're foundering on the rocks of strife,  
We feel that rest is nigh;  
A voice has whispered as of yore,  
"Be not afraid, 'Tis I."  
Could we but realize the depth  
Of love that's in the Master's will,  
We'd understand the power that lies  
Within that message, "Peace be still."

We see beyond a glorious sight,  
Their souls did calmly lie,  
Awaiting help from that dear Voice,  
"Be not afraid, 'Tis I."  
Each heart its secret chamber had,  
We know that God was there.  
He promised their wishes to make known

To help our cross to bear.  
So, loved ones, we who're left behind  
Their work to carry through,  
Don't mourn for those who braved  
the storm—  
There's something more to do.

Help clear the rocks they foundered  
on,  
Help others journey through.  
Those rocks of weakness, fear and  
doubt,  
We all must pass by, too.

May we their work now carry on,  
And on God's word rely,  
And hear the Master say, "Well  
done,"  
And speak a brave "Goodbye."  
MRS. A. D. MACKEAN.

### U-Boat Off Coast

OTTAWA.—A loss of nine vessels, valued at \$264,000 through the activities of a submarine off the Atlantic coast, is shown by the fisheries statement for August, issued from the naval department. Another vessel from Yarmouth, laden with a good catch of fish, was also destroyed by the raider.



# EYE WITNESS RECITES DETAILS OF WRECK OF STEAMSHIP SOPHIA

SKAGWAY, Nov. 1.—The Skagway Daily Alaskan yesterday published the following:

Captain James V. Davis, of the Estebeth, when interviewed last night told of the experiences of the Estebeth at the scene of the Sophia disaster. He says:

"We arrived at the Sophia at 10:20 Thursday morning, and remained close to her for some time. No attempt was made to put her passengers aboard, so we tied to a buoy 500 feet to the leeward of the Sophia at 11. We launched one of our skiffs and tried to pull up to her, but the wind was too stiff for one man to handle the boat.

"At 2:30 the Sophia lowered one of her boats, loaded with men. We let go of the buoy and pulled within twenty fathoms of the Sophia, but the boat was called back. Those in it got aboard the Sophia.

"Captain Locke of the Sophia said they were resting securely on a shelf. He said he wished us to stand by until the wind went down and then to come alongside and take the passengers off. He asked me if I thought the wind was going down. I could not make him hear, but signaled by shaking my head that it was not.

"We remained close to the wreck until 5:45 Thursday night. The tide dropped and we anchored at Mab island, twenty minutes' run and in sight of the Sophia. The Peterson and the Amy still were near her.

"At 8 o'clock the lights showed four boats standing by. Friday

morning the Cedar and the King and Winge were hove to near the wreck, and the Sitka, passing near, headed for her. The Elsinore and the Excursion had come in and anchored near us Thursday night.

"The Sophia was visible all day Friday, had steam up and fire in her boilers.

"Friday night at 7 o'clock a raging blizzard came. Snow and a heavy wind continued all night.

"We dragged anchor several times, and finally moved to Bridget cove, out of sight of the wreck.

"Saturday morning we landed at Mab island and walked to the outside beach. Nothing was visible but the mast of the Sophia. We went to the scene of the wreck and found she had shifted clear over the rock and swung nearly completely around and was resting level fore and aft, with a slight list to port.

"She had been resting on the rocks headed east by north, with a slight list to port. Her hull was open and dented at the bow. At high tide the water reached the water line aft. It lacked two to three feet forward of reaching the water line.

"Saturday we cruised the east shore of Ralstone, Lincoln and Shelter islands. No wreckage or boats were sighted. We went to Tee harbor with the Adolphus. It was too rough to make landings.

"From the Adolphus we received reports of seven bodies and three boats which had stranded on the northwest side of Shelter island. We

lay in Tee harbor Saturday night.

"Sunday morning we cruised the east shore of Shelter island, down Lincoln pass, and sighted two boats bottom up, just through the pass.

"We reported to the Cedar, at anchor under Lincoln island, and then cruised Barlow cove, on the northern end of Admiralty island. No wreckage was sighted, and it was too rough to make a landing.

"We came back around Barlow island and spoke to the Sitka. They reported twenty bodies aboard, and said the King & Winge had twenty-three, all picked up near Young's point. We came down between Horse and Colt islands and sighted no boats or rafts. As it was getting dark, we headed for town. Much oil and wreckage, chairs, buckets and such were on the water as long as we could see.

"I wish to state that any time Thursday we could have taken all the passengers and the crew off the Sophia. It was not too rough for a fourteen-foot skiff to go to the windward of the Sophia. Boats and rafts easily could have come down with the wind.

"Captain Locke simply gambled that the wind would go down instead of coming up, or figured his vessel could weather the gale.

"The passengers evidently were satisfied to stay aboard, as not many were on deck, and at one time we could hear a piano being played.

"The nearest we got to the Sophia was fifty feet."

## DAWSON LODGE MEMBERS PERISH ON S. S. SOPHIA

Many members of Dawson fraternal societies were lost on the Sophia. The following is a summary:

- Moose on Sophia**
- Members of Dawson lodge, No. 1393, of the Loyal Order of Moose in good standing who were lost on the Sophia were:
- Alexander W. Kendall—Born March 11, 1863, in Indiana, U. S. A.  
Tomo Simunovich—Born March 7, 1881, at Piva, Montenegro.  
Theodore Einar Thoreson—Born August 20, 1876, in Norway.  
Herbert Plumb—Born April 23, 1862, in England.  
Oscar Backman—Born February 6, 1893, at Wase, Finland.
- Eagles Lost on Sophia**
- Members of Dawson aerie, No. 50, of the Fraternal Order of Eagles, who were lost on the Sophia, together with their nearest of kin, were:
- Neil Stewart—Age 51; nearest relative, Mrs. Neil Stewart, now in Vancouver, B. C.  
John Maskell—Age, 31; father, D. A. Maskell, Savernake Road, Hamstead, London, England.  
Sam Henry—Age, 57.  
Thomas Milne—Age, 50; birthplace, Toronto, Ont.; nearest relatives, Mrs. J. A. Miles, Sgrasa, Grey County, Ontario, or Clarksburg, Ontario; brother to Capt. Jack Milne, on Ontario lakes.  
Paulo Trucco—Age, 46; born in Italy; brother, Charles Trucco, Stockton, California.  
James Austin Clark—Age, 37; birthplace, Markdale, Ont.; Mrs. William Clark, Woodhouse, Ont.  
Alex R. McLean—Age, 51; father, J. H. McLean, Shoal Lake, Manitoba, N. McLeod.  
E. J. Johnson was member of Victoria lodge of Eagles.

- John Stanley Chisholm—Arrived in Dawson in 1898.  
James W. Kirk—Arrived in Dawson in 1898.  
Walter Barnes—Arrived in Dawson in 1898.  
Alexander W. Kendall—Arrived in Dawson in 1898.  
Murray S. Eads—Arrived in Dawson in 1897.  
John Zaccarelli—Arrived in Dawson in 1897.  
George Baker—Arrived in Dawson in 1898.  
Sam Henry—Arrived in Yukon in 1895.
- Members of Eastern Star**
- Members of the Order of the Eastern Star who were on the Sophia were:
- Mrs. Josephine Henry, past worthy matron of Yukon Chapter No. 1.  
Mrs. Mary Ironside, member of Yukon Chapter No. 1.  
Mrs. Rebecca B. Segbers, member of Semper Fidelas No. 132, of Livermore, California.  
Mrs. Cynthia J. Perkins, member of a chapter in Marion, Kansas.  
Sam Henry, member of Yukon Chapter No. 1.
- Masons on Ship**
- Members of the Dawson Masonic lodge on the steamship Princess Sophia were:
- E. S. Ironside.  
John S. Chisholm.  
Sam Henry.  
Captain Augustine Steward.  
Thomas Milne.  
Captain Charles J. Bloomquist and William Scouse were members of Masonic lodges outside.
- Odd Fellows Lost on Sophia**
- Dawson Odd Fellows lost on the Sophia were:
- Peter W. Peterson.  
Herman F. Robinson.  
John Zaccarelli.  
William Sharon.  
Frank Brown.  
Neil Stewart.  
Robert Findlay.  
James W. Kirk, Wakefield, Mass., lodge.  
William Haggerty, Brawley, California, lodge.

Dawson fraternal societies are doing good work in co-operating with Juneau and outside lodges of their respective orders regarding the care of their members and families of members lost on the Sophia. The Pioneers, the Eagles, the Moose and the Odd Fellows have sent messages to the Juneau lodges advising them to perform the necessary work there. Some also have advised lodges in Vancouver and elsewhere on the coast to lend their attention in respect to the bodies which are to go there. In other instances messages have been sent by the lodges to relatives far and near. Many private messages have come back giving definite instructions, and in many instances instructions have been sent by relatives outside to Juneau direct, and Dawson also notified.

The lodges here are following the process generally of co-operating. When it is found one person belonged to several lodges, usually the process is to have the committees get together, and to leave the business respecting that person to one of the lodges, and to share the costs. Where there are relatives in touch, the instructions are, to look after the bodies subject to the wishes of the relatives.

Some of the messages received give important information and show how the business is being handled in Juneau.

**Regarding Pioneers**

The following message came today to the Pioneers:

"Juneau, Alaska, Oct. 30, 1918.—W. M. Cribbs, Dawson, Y. T.: John Zaccarelli, Mrs. Charles J. Viquain, James W. Kirk, J. P. Anderson, Murray S. Eads, Edward S. Ironside and mother, Albert Kendall and George J. Baker identified and disposition of bodies authorized.

"Herbert McDonald, Thomas J. Collins and George Howey identified. Wire disposition to make of their bodies. All bodies recovered being embalmed and cared for. Am writing. Will wire upon further identification.

"No school, churches, movies, politics or funerals on account of quarantine influenza.

"H. B. LEFEVRE, "Vice-President Pioneers."

**Regarding Eagles**

Dawson lodge, No. 50, Fraternal Order of Eagles, has received the following message from the Juneau lodge of Eagles:

"Douglas, Alaska, Oct. 29, 1918.—Secretary 50, Dawson F. O. E., Dawson, Y. T.: J. Maskell and James Clark victims on steamship Sophia. Wire instructions as to disposition of bodies. C. P. R. Company stands expense.

"CARL H. ERICKSON, "Secretary, 117, F. O. E."

**Members of Eastern Star**

Members of the Yukon chapter of the Eastern Star lost on the Sophia were Mrs. Sam Henry, past worthy matron, and Mrs. Mary Ironside. Mrs. J. A. Segbers and Mrs. C. Perkins were members of outside chapters of the Eastern Star.

# CARRY ON! CARRY ON!

BUY VICTORY BONDS--A Safe Investment  
BUY HARDWARE--A Good Investment

## Dawson Hardware Co.

**TELEGRAM TO ODD FELLOWS**

The following telegram was received yesterday by Dawson lodge of Odd Fellows:

"Juneau, Alaska, Oct. 30-31, 1918.—S. F. Chamberlain, Secretary Dawson Lodge, I. O. O. F., Dawson: P. W. Peterson, passenger, not found. H. F. Robinson was a passenger. W. C. Sharon found and identified. John Zaccarelli found and identified. Wife, of Oakland, California, wants remains. Frank Brown found and identified. Neil Stewart not found. R. Findley found and identified. James W. Kirk found and identified. William Haggarty not found.

"W. W. CASEY, "Sec'y, Silver Bow No. 2."

The Odd Fellows also received the following telegram this afternoon:

"Vancouver, B. C., 29th Oct., 1918.—S. F. Chamberlain, Dawson, Y. T.: Wire received. Kindly accept my sincere sympathy for the lodge and families of the brothers in the loss sustained. Will carry out wishes expressed. R. A. MERRITHEW, "Grand Master, I. O. O. F., "Vancouver."

**CAPT. BELL TELEGRAPHS REGARDING WRECK**

Col. Knight, acting gold commissioner and commander of the R. N. W. M. P. at Dawson, today received the following telegram from Captain A. L. Bell, of the police, who proceeded this week from Whitehorse accompanied by Sergeant Mapley, to the Sophia wreck and Juneau:

"Juneau, Alaska, 31st, Oct., 1918.—Officer Commanding, R. N. W. M. P.: One hundred and seventy-nine bodies have been recovered. More are expected tomorrow. Have positively identified eighty-four. Bodies in bad condition. Only two actually drowned; balance suffocated by crude oil. Presumed tanks burst when steamer slid off rocks. All have to be washed with gasoline and clothes cut off and rewashed before identification possible. Can wire list of Dawson people identified if required. Regarding personal effects and valuables found, as wreck occurred in United States waters bodies recovered in same waters, jurisdiction in Juneau precinct. Each estate must be probated here, but all proven Dawson heirs will be treated by court here acting with public administrator as auxiliary administrator. Administrator should communicate with and forward proof of heirship to Judge N. L. Burton at Juneau. Am making certified copies of each estate, which will forward to you, which takes time. Organization by most responsible men here, governor, clergy, lawyers, bankers, handling listing of bodies and effects in exemplary manner. Have been accorded extremely courteous treatment by all officials and others. Full report by mail. Will keep you posted anything new transpires. Relatives or friends should advise immediately disposition remains.

"A. L. BELL."

Col. Knight also has been advised that the bodies of five children have been found, and are held awaiting identification. The colonel has telegraphed in the effort to get George Billings' family, now at Prince Rupert, to proceed to Juneau to assist in the identification, as the Billings children are quite sure to know all the Dawson children who were on the Sophia. Col. Knight also wired to Whitehorse asking E. E. McCarthy, who is en route south, that any service he might be able to render at Juneau would be appreciated. Mr. McCarthy replied he would stop at Juneau and do all he can to assist

**Salute Order Protested**

TORONTO.—The National Labor Council of Canada, through its secretary, M. F. Tumpane, has sent the board of education a letter protesting against the order for children to salute returned soldiers on the street.

## Buy Your VICTORY BOND

Yukoners, the world has its eyes on you  
Yukon is Noted for Its Patriotism. Let This Apply Now

THIS IS A LOAN—NOT A GIFT  
A Loan Means Trift and Profit for You

This Space Paid for by

### FRANK LOWE

The House Furnisher

**Fits Eye Eyeglasses**

Glasses to Fit all Eyes \$2 per pair

MOURNING STATIONERY  
PIONEER BOOK STORE  
SIGN OF THE COCOANUT HEADS

## Crown Tailoring Co.

Suits Made to Order

### S. M. HUME, the Tailor

FRONT STREET  
BUY VICTORY BONDS

## BUY A VICTORY BOND and KEEP IT

Remember, a \$50.00 bond drawing 5½ per cent. interest, compounded, WILL DOUBLE ITSELF IN FOURTEEN YEARS. The Dominion of Canada is your security.

### D. C. UPP

## Greenfield & Pickering

Livery, Feed and Sale Stables

OPERATING ROYAL MAIL STAGES TO HUNKER, DOMINION SULPHUR AND GRANVILLE

### BUY A VICTORY BOND







**OCTOBER WEATHER  
AT DAWSON CITY**

The federal meteorological observer at Dawson reports the following temperatures recorded at Dawson during the month of October, 1918:

	Highest.	Lowest.	Mean.
1.....	48	34	41
2.....	54	30	42
3.....	63	46	54.5
4.....	40	28	34
5.....	45	33	39
6.....	41	28	34.5
7.....	49	25	37
8.....	54	36	45
9.....	46	19	32.5
10.....	40	20	30
11.....	49	30	39.5
12.....	40	33	36.5
13.....	38	32	35
14.....	35	29	32
15.....	36	19	27.5
16.....	40	26	33
17.....	37	24	30.5
18.....	32	18	25
19.....	31	18	24.5
20.....	16	12	14
21.....	16	4	10
22.....	8	1	4.5
23.....	9	2	5.5
24.....	2	-8	-3
25.....	-3	-17	-10
26.....	-3	-15	-9
27.....	4	-4	0
28.....	6	-2	2
29.....	13	5	9
30.....	20	11	15.5
31.....	10	8	9

Mean..... 29.5 16.9 23.2  
Highest temperature, 63; recorded on third.

Lowest temperature, 17 below zero; recorded on the twenty-fifth.  
Number of days with clear sky, 4; fair, 14; overcast, 13.

The mean temperature for the corresponding month last year was 25.4.  
By Acting Weather Observer T. G. C. Robinson.

**DATES OF YUKON  
RIVER CLOSINGS**

Considerable speculation exists in Dawson as to when the Yukon will close this fall. The record of closing at Dawson so far as obtainable for previous years follows:

1899.....	Oct. 23.
1900.....	Nov. 2, 5 a. m.
1901.....	Nov. 12, 11:40 a. m.
1902.....	Nov. 4.
1903.....	Nov. 10, 1:45 a. m.
1904.....	Nov. 8, 8:50 p. m.
1905.....	Nov. 19, 12:50 p. m.
1906.....	Nov. 7, 5:15 p. m.
1907.....	Nov. 1, 1:15 p. m.
1908.....	Oct. 26, 3 a. m.
1909.....	Nov. 11, 12:25 a. m.
1910.....	Nov. 4, 11:40 p. m.
1911.....	Nov. 8, 6:30 p. m.
1912.....	Nov. 8, 9:03 a. m.
1913.....	Nov. 7, 8:10 a. m.
1914.....	Nov. 15, 10:45 a. m.
1915.....	Oct. 28, 7 a. m.
1916.....	Nov. 7, 2 a. m.
1917.....	Nov. 4, 2:30 a. m.

**Closings at Yukon Crossing**  
The river closed at Yukon Crossing on various years on the following dates:

1905.....	December 17
1906.....	December 1
1907.....	November 28
1908.....	November 4
1909.....	November 21
1910.....	November 27
1911.....	November 15
1912.....	November 30
1913.....	November 26
1914.....	December 5
1915.....	December 1
1916.....	December 3
1917.....	November 29

**Closing at Selkirk**

1904.....	November 29
1905.....	November 17
1906.....	November 16
1907.....	November 10
1908.....	October 27
1909.....	November 13
1910.....	November 10
1911.....	November 11
1912.....	November 13
1914.....	November 27
1915.....	November 24
1916.....	November 25
1917.....	November 15

**Closing at Whitehorse**

1901.....	November 21
1902.....	November 22
1903.....	November 14
1904.....	November 25
1905.....	November 27
1906.....	November 29
1907.....	December 13
1908.....	November 1
1909.....	November 12
1910.....	November 19
1911.....	November 14
1912.....	December 2
1913.....	November 20
1914.....	December 3
1915.....	November 27
1916.....	November 27
1917.....	November 29

If the price of a hair-cut in the Yukon climbs to one dollar, the glory of being bald will rapidly become more apparent.

**Behind the Gun the Man—Behind the Man the Dollar**



THE MINISTER OF FINANCE OF THE DOMINION OF CANADA  
offers for Public Subscription the

**VICTORY LOAN  
1918**

**\$300,000,000 5 1/2% GOLD BONDS**

BEARING INTEREST FROM NOVEMBER 1ST, 1918, AND OFFERED IN TWO MATURITIES, THE CHOICE OF WHICH IS OPTIONAL WITH THE SUBSCRIBER AS FOLLOWS:

**5 year Bonds due November 1st, 1923  
15 year Bonds due November 1st, 1933**

Principal payable without charge at the Office of the Minister of Finance and Receiver General at Ottawa, or at the Office of the Assistant Receiver General at Halifax, St. John, Charlottetown, Montreal, Toronto, Winnipeg, Regina, Calgary and Victoria.  
Bonds may be registered as to principal or as to principal and interest, at any of the above-mentioned offices.

Interest payable, without charge, half-yearly, May 1st and November 1st, at any branch in Canada of any Chartered Bank.

PRINCIPAL AND INTEREST PAYABLE IN GOLD. DENOMINATIONS: \$50, \$100, \$500 AND \$1,000

**Issue Price: 100 and Accrued Interest  
Income Return 5 1/2% per Annum**

Free from taxes—including any income tax—imposed in pursuance of legislation enacted by the Parliament of Canada.

The proceeds of the Loan will be used for war purposes only, including the purchase of grain, foodstuffs, munitions and other supplies, and will be spent wholly in Canada.

Payment to be made as follows:

10% ON APPLICATION; 20% JANUARY 6TH, 1919;  
20% DECEMBER 6TH, 1918; 20% FEBRUARY 6TH, 1919;  
31.16% MARCH 6TH, 1919.

The last payment of 31.16% covers 30% balance of principal and 1.16% representing accrued interest at 5 1/2% from November 1st to due dates of the respective instalments.

A full half year's interest will be paid on May 1st, 1919, making the cost of the bonds 100 and interest.

Subscriptions may be paid in full at the time of application at 100 without interest; or on any instalment due date thereafter together with accrued interest at the rate of 5 1/2% per annum.

This Loan is authorized under Act of the Parliament of Canada, and both principal and interest are a charge upon the Consolidated Revenue Fund.

The amount of this issue is \$300,000,000, exclusive of the amount (if any) paid for by the surrender of bonds of previous issues. The Minister of Finance, however, reserves the right to allot the whole or any part of the amount subscribed in excess of \$300,000,000.

Bonds of this issue will, in the event of future issues of like maturity, or longer, made by the Government, during the remaining period of the War, other than issues made abroad, be accepted at 100 and accrued interest, as the equivalent of cash for the purpose of subscription to such issues.

All cheques, drafts, etc., covering instalments are to be made payable to the Credit of the Minister of Finance. Failure to pay any instalment when due will render previous payments liable to forfeiture, and the allotment to cancellation. Subscriptions must be accompanied by a deposit of 10% of the amount subscribed. Official Canvassers will forward subscriptions or any branch in Canada of any Chartered Bank will accept subscriptions and issue receipts.

Subscriptions may be paid in full at time of application at 100 without interest; or on any instalment due date thereafter together with accrued interest to time of making payment in full. Under this provision, payment of subscriptions may be made as follows:—

IF PAID IN FULL ON OR BEFORE NOV. 16TH, 1918, PAR WITHOUT INTEREST, OR 100%.  
IF REMAINING INSTALMENTS PAID ON DEC. 6TH, 1918, BALANCE OF 90% AND INTEREST, (\$90.48 PER \$100.)  
IF REMAINING INSTALMENTS PAID ON JAN. 6TH, 1919, BALANCE OF 70% AND INTEREST, (\$70.80 PER \$100.)  
IF REMAINING INSTALMENTS PAID ON FEB. 6TH, 1919, BALANCE OF 50% AND INTEREST, (\$51.04 PER \$100.)  
IF REMAINING INSTALMENT PAID ON MAR. 6TH, 1919, BALANCE OF 30% AND INTEREST, (\$31.16 PER \$100.)

Bearer bonds, with coupons, will be issued in denominations of \$50, \$100, \$500, and \$1,000, and may be registered as to principal. The first coupon attached to these bonds will be due on May 1st, 1919.

Fully registered bonds, the interest on which is paid direct to the owner by Government cheque, will be issued in denominations of \$50, \$100, \$500, \$1,000, \$5,000, \$10,000, \$25,000, \$50,000, \$100,000, or any multiple of \$100,000.

A full half year's interest at the rate of 5 1/2% per annum will be paid May 1st, 1919.

Subscribers must indicate on their application the form of bond and the denominations required, and the securities so indicated will be delivered by the bank upon payment of the subscription in full.

Bearer bonds of this issue will be available for delivery at the time of application to subscribers desirous of making payment in full. Bonds registered as to principal only, or fully registered as to principal and interest, will be delivered to subscribers making payment in full, as soon as the required registration can be made.

Payment of all instalments must be made at the bank originally named by the subscriber.

Non-negotiable receipts will be furnished to all subscribers who desire to pay by instalments. These receipts will be exchangeable at subscriber's bank for bonds on any instalment date when subscription is paid in full.

Subscription to the payment of 25 cents for each new bond issued, holders of fully registered bonds without coupons, will have the right to convert into bonds with coupons, and holders of bonds with coupons will have the right to convert into fully registered bonds without coupons, at any time, on application to the Minister of Finance or any Assistant Receiver General.

Forms of application may be obtained from any Official Canvasser, from any Victory Loan Committee, or member thereof, or from any branch in Canada of any Chartered Bank.

**Conversion of Previous Loans**

Holders of Dominion of Canada Debenture Stock or of Bonds of previous War Loans have the privilege of surrendering their Securities, as detailed below, in part payment of subscriptions to Bonds of this issue as of November 16th, 1918, under the following conditions:

The prices of Bonds and Debenture Stock on which interest is payable December 1st, 1918, represents in each case the original issue price of the Security less unearned interest from November 16th to December 1st. Cheques for the full six months' interest, due December 1st, 1918, on fully registered Bonds, and for the interest, due December 1st, 1918, on Debenture Stock, will be mailed to all registered holders as of November 15th. Coupons due December 1st are to be detached before the surrender of Coupon Bonds.

5 1/2% Debenture Stock due June 1st, 1919, at 100 less unearned interest or \$99.77 per \$100.  
5 % Debenture Stock due Oct. 1st, 1919, at 100 and accrued interest or \$100.63 per \$100.  
5 1/2% Debenture Stock due June 1st, 1920, at 100 less unearned interest or \$99.77 per \$100.  
5 1/2% Debenture Stock due June 1st, 1921, at 100 less unearned interest or \$99.77 per \$100.  
5 1/2% Victory Loan Bonds due Dec. 1st, 1922, at 100 less unearned interest or \$99.77 per \$100.  
5 % War Loan Bonds due Dec. 1st, 1925, at 97 1/2% less unearned interest or \$97.29 per \$100.  
(The above will be accepted in part payment for Bonds of either maturity of this issue.)  
5 1/2% Victory Loan Bonds due Dec. 1st, 1927, at 100 less unearned interest or \$99.77 per \$100.  
5 % War Loan Bonds due Oct. 1st, 1931, at 97 1/2% and accrued interest or \$98.13 per \$100.  
(These will be accepted in part payment for bonds of the 1933 maturity only of this issue.)

Where subscriptions are to be partially paid by the surrender of securities as above, no payment is required on application. The FULL amount of securities to be surrendered MUST be lodged with subscribers' bank on or before NOVEMBER 16TH, 1918, and particulars as to further payments will be furnished by the Bank at that time.

Such securities only as are noted in the above will be accepted for conversion purposes.

**Subscription Lists will close on or before November 16th, 1918**

DEPARTMENT OF FINANCE,  
Ottawa, October 29th, 1918.

**Make Your Dollars Fight the Hun**



# Make Your Fight

You can help "Our Boys" "over there." Give Kaiser "Bill" the "K. O." dope



**The Jack MacLennan Drug Store**  
Dawson, Yukon  
GEO. C. SHARP, Manager

## NEW GOODS

JUST IN  
**Crepe de Chine**  
In White, Black, Sky, Coral, Etc.  
Per Yard, \$1.50 and \$1.75

**PONGEE SILK**  
Extra Quality, Per Yard, \$1.50  
A Big Stock of

**CHINA SILK AND COTTON CREPE**  
AT PRE-WAR PRICES

100-piece DINNER SET, gold and White, \$37.50 a Set

100-piece DINNER SET, Dainty Floral Design, \$32.50 Set

A Big Assortment of

**Christmas Goods**  
Is Expected Any Day

**JAPAN TEA**, Very Best Quality  
\$2.50 Per Pound

We Carry a Complete Stock of  
**BAR GOODS**

**THE JAPANESE BAZAAR**  
S. KAWAKAMI, Prop.

Second Avenue Dawson

BUY A VICTORY BOND

## Buy Mantle Lamps

I Am Sole Agent and Carry In Stock a Full Line of

**GLORIA AND NAGEL-CHASE LAMPS AND LANTERNS**

And Repairs, such as Mantles and Generators, all that are required to keep the Lamps in good burning order.

Gives three hundred candle power light.

Will light up a space twenty five feet square.

**COSTS ONE CENT PER HOUR SELF-HEATING SAD IRONS**

Those Lamps and Lanterns burn common kerosene or coal oil.

**GENTS' FINE DRESS AND WORK SHOES**

Shinola Polish and Ladies' Gilt Edge Dressing, Drifoot Oil for Shoes, Cat's Paw Rubber Heels in stock.

**Geo. G. Craig**  
Third Ave., Four Doors From P. O. Dawson, Y. T.

Full Line of

**STAPLE AND FANCY GOODS**

Store Open Every Day and at All Hours

**Bill Cuthbert**  
The Square Deal Sourdough Proprietor

### YUKON GOLD EMPLOYES

Yukon Gold employes who were on the Princess Sophia, in some cases having perished with their wives and children, are as follows:

**MR. AND MRS. RICHARD HARDING DAVIS.**—Mr. Davis was born at Pittsburg, Pa., on August 17, 1889. His nearest relative was Mrs. John Stowe, of Red Bluff, California. Was dredgeman Yukon Gold No. 2. Mrs. Davis was lost with her husband. She formerly was with the Cascade Laundry in this city. Mrs. Davis was about 23 years of age, and was the eldest of three sisters. Her two sisters are married. One lives in Seattle, and the other in California. Her maiden name was Louise Battalti. She is survived by her father, who lives in Seattle, and her mother, who lives in San Francisco. For some time after coming to Yukon, Mr. and Mrs. Davis lived at Grand Forks, Bonanza Creek. Mr. and Mrs. Davis were married five years ago. Mr. Davis left relatives at Oroville, Cal. During the last part of this season he was on one of the White Pass steamers. Mrs. Davis was engaged with the Cascade Laundry in this city for some time. She was a prepossessing young woman, and had many friends in Dawson.

**MR. AND MRS. EDWARD MILLARD BELL AND TWO CHILDREN.**—Edward Millard Bell was born at Harmony Grove, Frederick county, Maryland, on October 6, 1888. His nearest relative was his mother, Mrs. Charles A. Bell, No. 629 North Market street, Frederick, Maryland. He also leaves several sisters and brothers, two of whom are at the front. For a long time he was on the Yukon Gold company's dredge No. 4, on Hunker. He came to the Yukon about ten years ago.

Mrs. Edward Millard Bell formerly was Miss Arthemise Lefebvre of this city. She was born at St. Evariste, Quebec, on January 14, 1894. Mrs. Bell was a sister of Mrs. Charles Burkhardt of this city and Mrs. J. Granger, for a long time on Dominion creek. Mrs. Bell's father, J. B. Lefebvre, is on Flat creek, a tributary of the Klondike river, near Dawson. Mr. and Mrs. Bell had two bright and beautiful little children, Robert and Evelyn, both of whom were born in Dawson, and both of whom perished with their parents on the Sophia. Robert was born February 2, 1914, and Evelyn October 25, 1917. Both lived practically all their brief but happy lives on Hunker, near 54 below discovery, where the parents made their home.

**ROBERT FINLAY** was born at Belfast, Ireland, on November 12, 1880; single; nearest relative, Mrs. Andrew Taylor, 892 51st avenue, Vancouver, B. C. He was a well known Yukon man of Dawson and vicinity for years. He formerly was assistant manager of Landahl's Emporium in this city, and for a while had been employed with the Yukon Gold company and at other times with the White Pass. He was a prominent and most active member of the Dawson lodge of Odd Fellows. Mr. Findley planned to be married immediately after his arrival in Vancouver.

**NEIL STEWART**, born in Glenora county, Ontario, on October 17, 1865; married; nearest relative, Mrs. Neil Stewart, who is now at 1750 Fifth avenue west, Vancouver B. C. Mrs. Stewart and son, Gerald, 12 years old, left for the outside about a month before Mr. Stewart. Mr. Stewart was a pioneer teamster of Dawson, and a prominent Dawson lodge man, and former driver for the Dawson fire department.

**MR. AND MRS. ROBERT BRUCE M'LACHLAN.**—Mr. M'Lachlan was born at Buckingham, Quebec, on August 27, 1870; married. His nearest relative was Peter M'Lachlan, of Buckingham, Quebec. Mrs. M'Lachlan, who also was on the Sophia, was a former Dawson nurse. She then was Mrs. Mackenzie. Mr. and Mrs. M'Lachlan were married here about two years ago. Mr. M'Lachlan worked for Greenfield & Pickering for many years. Mrs. M'Lachlan was a native of Scotland, and a niece of John McGilvray, of South Dawson.

**ALEXANDER WESTFALL KENDALL** was born at Burrows, Ind., in 1863. He was married. His nearest relative was his wife, Mrs. Bessie Tucker Kendall. Mrs. Kendall left here shortly before her husband, and went south to await is coming. He came North in '98, via the lower Yukon. He was married here three years ago to Mrs. Beatty. He was married before that, and leaves a son in San Francisco.

**HERBERT PLUMB** was born at Nottingham, England, in April, 1882; married; nearest relative, a son, H. Plumb, of Winnipeg. Mr. Plumb had lived in Dawson for many years. He formerly owned mining property on Bonanza and other creeks here. At one time he ran a bakery in Dawson.

**JOHN M'LEOD** was born at Drum-

beg, Sutherlandshire, Scotland, on April 15, 1868; single; nearest relative, none known. Mr. McLeod's body was found on November 2.

**MARTIN STANGE** was born at Sandefjord, Norway, on January 10, 1887; single; nearest relative, father, Carl Stange, Raastad, Norway. Mr. Stange also is survived by a number of brothers and sisters at his old home in Norway. He lived in Klondike a number of years, and was employed by the Yukon Gold the last two years.

**GEORGE W. ALLEN.**—Born in Damascus, Palestine; nearest of kin and age not known. Had been a resident of Dawson for several years, and worked in various mining camps in the Klondike district.

**W. C. SHARON.**—Born in Pennsylvania in May, 1869; single; nearest relative, mother, Mrs. Perkins, who also was on the Sophia.

**JAMES J. FLANAGAN.**—Born on Prince Edward Island in March, 1860; single; nearest relative, Mrs. William Scott, address unknown.

**SAM SORENSON.**—Born in Denmark on May 5, 1878; single; nearest relative, Niels Sorenson, address unknown.

**ARTHUR JOHNSON.**—Born in Wallaceburg, Ontario, on January 6, 1875; single; nearest relative, Mrs. H. E. Johnson, Portland, Oregon.

**THEODORE EINAR THORESON.**—Born at Christiana, Norway, on August 20, 1876; single; nearest relative, Martin Thoreson, 3803 North 13th street, Tacoma, Wash. Oiler on dredge. "Teddy" Thoreson, as he was known to his many Dawson friends, had lived in the Klondike since 1898, and had worked as a miner on nearly every gold-producing creek in the country. He was with former Administrator George N. Williams for years on Bonanza and Eldorado, and later joined the stampedes to Chisana, Rude creek, and other new strikes. "Teddy" received his education in Tacoma, where he attended the Central school, and was well known here to Dawson's Tacoma colony.

**OSCAR BACKMAN.**—Born at Wasa, Finland, on February 6, 1893; single. He had a sister, Mrs. E. Dahl, at Bakersfield, Cal. His mother was Mrs. Brita Backman, of Wasa, Finland.

**JOHN PATTERSON.**—Born at Lempitlaw, County Roxborough, Scotland, on July 9, 1860; single; nearest relative, brother, Thomas Patterson, of Rashies Pogo, Berwickshire, Scotland. He was a driver and general assistant.

**ALEXANDER R. M'LEAN.**—Born at Paisley, Scotland, on February 13, 1869; single; nearest relative, Mrs. Alexander McLean, Shoal Lake, Man. On ditch patrol.

**FRANK BROWN.**—Born at Homer, Bohemia, on July 29, 1876; single; no relatives known. Hydraulics.

**WILLIAM ALLEN FOSTER.**—Born at Millbrook, Ontario, on October 26, 1868; single; nearest relative, A. R. Foster, Toronto, Ontario. Worked for the Yukon Gold at Guggieville last ten years and until he left here.

**CHARLES H. WILKINSON.**—Born at Colome, Mich., on April 18, 1869; single; nearest relative, Mrs. Elmira Roberts, St. Joe, Mich. Worked on Yukon Gold farm.

**PAULO TRUCCO.**—Born in Genoa, Italy, on June 7, 1871; single; nearest relative, Charles Trucco, San Jose, California.

**JAMES AUSTIN CLARK.**—Born at Markdale, Ont., on February 5, 1880; single; nearest relative, mother, Mrs. Caroline Clark, Markdale, Ontario, Driver.

**O. A. GIDLUND.**—Born Kidea, Sweden, on April 15, 1878; single; nearest relative, Mrs. Anna Gardin, Sundsvan, Sweden. Thawing crew.

**THOMAS J. COLLINS.**—Born in Ontario, Canada, on June 2, 1864; single; nearest relative, Miss Beckie Collins, Woodroffe P. O., Ontario. Thawing department. He worked as a miner for the Yukon Gold. At one time he was a foreman at Bear Creek for the C. K. M. Co., and was in charge of a crew there when the big dredge, Canadian No. 2, was built. He was very popular with the men. He has no relation of Thomas Collins, the well known Dawson carpenter, who is now here.

**NARCISSE DUBE.**—Born at St. Paschal, Kamouraska, P. Q., on December 1, 1872; widower; nearest relative, Mademoiselle Marianne Dube, St. Paschal, Kamouraska, P. Q. Thawing plant.

**KAKUZO TSUJI.**—Born in Japan on September 16, 1882; single; nearest relative, Tsunetami Tsuji, Esumi, Nishimuro, Wakayama, Japan. He cooked for the Yukon Gold several seasons, the last place being the mess house at Guggieville. Before he worked for the Yukon Gold he ran for a while the New Method Hand-

Laundry, in company with George Shimada, who also was a Sophia victim. Tsuji worked for George Black's family some years ago. He also ran a restaurant in Dawson for a time.

**GEORGE S. SHIMADA** was born about 37 years ago in Kumamoto, about fifty miles from Nagasaki. He worked this season on the steamer Dawson as chief cook. He is believed to have been survived by two brothers on the coast. He spent a couple of seasons in the Mayo country. He also worked for the Yukon Gold company as cook on different occasions. He ran a roadhouse at the mouth of Twelvemile for one winter, and kept a laundry here for a time with Frank Tsuji. He was employed by Charles Black last winter.

**CHARLES T. KAGAWA** was born about 37 years ago in the suburb of Odawara city, about 25 miles from Yokohama. The chief object of his present trip home was to go to Siberia for the purpose of looking over the placer fields of that country. He mined on different creeks of this district. During the summer he took a lay from the Canadian Klondike Mining company on Last Chance. He cooked for the C. K. M. Co. and also the C. K. P. Co. at intervals. He also worked for John Mahan, the Last Chance mining operator. He leaves a brother in British Columbia, and a sister in Japan. He was well liked by his countrymen. He carried with him a considerable amount of gold dust which was taken from his mine.

### FROM LOWER RIVER

#### Citizens of Eagle

**EAGLE, Alaska, Nov. 7.**—Eagle lost two of her prominent citizens, U. G. Myers and James Dubois, when the Princess Sophia sank.

**ULYSSES GRANT MYERS** was born in New York city in 1864. He came North in 1898, over the Chilkoot pass. After mining at Dawson during 1898 and 1899, he came to Eagle in connection with the United States weather bureau service and had resided here ever since. He was appointed commissioner for Eagle in 1904, and resigned in 1916. In 1905 he was admitted to the bar. Besides being interested in various mining enterprises here, he was attorney for the Dome Mining association. He was an active member of the Eagle lodges of the A. B.'s and Red Men, and had occupied various chairs in both organizations. He also was a trustee for the city of Eagle, and always was interested in anything for the betterment of Alaska. He is survived by a widow, now at Poughkeepsie, N. Y.

**JAMES B. DUBOIS** was born in Oregon in 1861. During his early days he was a cowboy for former President Roosevelt in the Bad Lands of North Dakota. He came to Dawson by way of the White pass in 1898. After following mining until 1910, at various places, he purchased the Riverside hotel at Eagle, which he conducted in conjunction with his mining property on American creek. Mr. Myers and Mr. Dubois were on route outside for a visit when they were lost with the Sophia.

**MR. AND MRS. OSCAR TACKSTROM AND TWO CHILDREN.**—Mr. Tackstrom was a Dawson pioneer. He went to Fairbanks about twelve years ago, later moving to Ruby with his family. Mr. and Mrs. Tackstrom were married in Dawson in 1908 by Rev. John Pringle. Mrs. Tackstrom's sister at that time was the wife of a well known lower Yukon river steamer engineer and met Mr. Tackstrom while visiting her sister in Fairbanks. Mr. and Mrs. Tackstrom were on the way south on this trip to visit Mrs. Tackstrom's sister and other relatives in California. Mrs. Tackstrom was originally from Nainaimo, and belonged to the well known pioneer family of McDonald of that city. Mrs. Tackstrom was a woman of striking beauty, a perfect Titian type, with tall and willowy figure. The children, George and Margaret, were two of the most charming little ones who ever claimed the Northland as their home.

**HARRY B. PARKIN**, auditor and Fairbanks manager for the Waschter Bros. Company. He was a pioneer of Dawson, and in early days worked here for the N. A. T. & T. Company. He became acquainted here with Miss Welsh, then a stenographer in the office of the same company, who had come here from the home office in Chicago, and they were married. Mrs. Parkin and little girl passed through Dawson this summer for the coast. Mr. Parkin left here in 1906 for the lower Yukon country.

**ARNOUX PELLISON** came up the river on the last trip of the Seattle No. 3 from the lower river. He had been an old time miner on 76 and 90, Dominion creek, and was known to all the old timers of that district, and especially to George Murray and to Charles Jeanneret of this city. In 1910 he sold to Treadgold, and since

## Condolence to All Who Mourn

Yours for Service

# CRYSTAL ICE

Fresh Caught White Fish and Trout

At MRS. VINING'S STORE

Queen Street

**CHAS. E. LAUMEISTER**

P. O. BOX 455

WAREHOUSE AND RESIDENCE, COR. FOURTH AND HARPER

then has visited Koyukuk, Nome, Candle, Fairbanks, Chatanika, Kuskwim, and other Alaskan camps, and was on the way to San Francisco to enlist with the United States army. His brother, Jean, is with the French army. Arnoux was going direct to San Francisco to visit his friend, Peter Berges, at Bush and Buchanan, before enlisting. He was 37 years of age, and a native of the province of Bases Pyrenees, France.

### FROM RUBY

**S. M. DALBY**, old time Klondiker. He worked a lease near discovery, Sulphur; also on 36 above, Sulphur, which was then owned by Duncan Hackett, who is at the front, and David Fyree. In 1904 Mr. Dalby joined the big exodus to Fairbanks, where he worked a lease on the famous Discovery bench on Cleary creek. In 1910 he went to Iditarod, where he ran a stage from Iditarod to Flat City. In 1911 he drove his stock overland via the Innoko to Ruby, and lost several head in the venture. Here he was associated with Andy Webster, a former Fairbanksan, in the freighting business. Later he teamed on his own account, and for years ran a wood saw in Ruby, where he married a few years ago. He was born and brought up in Victoria, B. C., where his relatives reside.

**OSCAR POPPERT**, of Poorman, creek, Ruby district. He was a native of Milwaukee, Wis. He followed whaling, and drifted into mining, and went to Ruby, along with his brother, in the 1911 stampede, where they prospected almost continuously on Midnight, Greenstone and Poorman creeks, but with indifferent success, although to the last were quite hopeful of making good on their Midnight ground. Two years ago they took a trip home, the first since leaving.

**SVEN ANTON NELSON**, of Poorman Creek, was a native of Sweden, formerly in the grocery business in Chicago. A Dawson friend says: "He was straightforward, a sterling friend, a pioneer of the Ruby camp, a typical prospector, and one who followed his calling in the silent places from the upper reaches of the Novikaket to the north fork of the Innoko. He was associated with the Poppert boys on Midnight nad Poorman creeks. From the royalties of his Poorman property he was enabled to make this, his first trip out since coming to the country.

**MRS. JOHN BEATON**, of Iditarod, was a native of Nova Scotia. Mr. Beaton formerly worked on Fairbanks creek. While prospecting along the tributaries of the Innoko with his partner, Billy Dikeman, he discovered Iditarod, a banner small camp. Mr. Beaton is still heavily interested in placer ground and dredging there. Mrs. Beaton and two children perished on the Sophia.

**MR. AND MRS. W. S. AMALONG**, of Ruby.—Mr. Amalong was a well known northerner, a pioneer Ruby fighter, and had the finest stock in the interior, but had a good deal of misfortune with them. A few years ago he lost six head of horses when his barn burned. He did most of the heavy hauling for the Yukon Gold when they put the dredge on Greenstone. He was a great hustler. Both he and Mrs. Amalong were very popular in the community.

**MR. AND MRS. S. J. BAGGERLY**, of Ruby.—Mr. Baggerly was identified for years with the meat business on Dome creek, in the Fairbanks district, and later in Ruby, where he represented the Pacific Cold Storage company and Waechter Bros. He

also ran a store on Flat creek, Iditarod, in conjunction with Harry Shaw, a former N. C. employe. They also figured in some mining deals with "Three Fingers Bob" Martin in the early days of Ruby, and were prominent in the social life of Ruby. Mrs. Baggerly, nee Paddock, of Fairbanks, was a teacher in the public school before her marriage.

**G. F. MAYHOOD**, of Ruby, formerly was in the general merchandise business in Chatanika, at the mouth of Cleary creek, Fairbanks district. He later moved to Ruby, where he ran a cigar store and pool room. Prior to that he was in the feed business in Dawson as a member of the firm of Mayhood & Jackson. He had two boys, who lived here years ago. He was en route to the coast to visit the boys. He came to Dawson in 1898.

**NICK PETERSON**, of Ruby, was a native of Norway. He was associated with Gidlund & Co., the leading Long creek operators, for a number of years. He was a social favorite, and ardent member of the Moose lodge and responsible for many of the local's social successes. He will be sadly missed there.

**THOMAS M'MAHON**, of Flat, Alaska; married; a pioneer merchant of the Innoko; he moved to Flat City in 1910, where he successfully engaged in the general merchandise business. He was a typical old time Alaskan, possessing a strong sense of humor, agreeable and obliging. He earned the respect of all with whom he came in contact. Although not directly interested in mining, still he was to a great extent responsible for the development of that great interior country, for a prospector—a known digger—could have a little matter of credit cheerfully arranged with Honest Tom McMahon.

### ADDITIONAL LIST OF DAWSON PEOPLE

**JACK MASKELL** was a native of England, and had been in the Yukon a number of years, and for some time at Stewart City, later here with the Cascade Laundry, and other concerns. He was a gifted singer and recitationist, and often appeared in patriotic gatherings and other entertainments, and cheerfully helped in many public movements. He was a splendid swimmer, and is said to have swum the English channel. He was a member of the Dawson Lodge of Eagles. His father lives in England. Mr. Maskell's body will be buried at Juneau under fraternal auspices. He was en route to England to be married when he was lost.

**MRS. PETER LENEZ** was one of the pioneer women of Dawson, and leaves a wide circle of friends to mourn her loss. She was a devoted member of the Catholic church. Mass for the repose of her soul was held at St. Mary's chapel in this city the first Tuesday after the wreck. She is survived by Mr. Lenez, a well known Dawson pioneer. The remains will be buried in Juneau under auspices of the Catholic church.

**JOHNNY KING**, reported among those lost, is believed to be the son of Mr. and Mrs. J. King, pioneer Yukoners. John was born on Dominion creek fifteen years ago, and lived a long time with the parents on Dominion creek and Flat creek, and later was in the Dawson schools. He was working on the deck of the steamer Dawson during the summer. The father and mother and sister left here for Prince Rupert during the summer, and John was going out to join them. His brother, Tom, left here in June with the first draft.



His brother, Clarence, who is here, is not satisfied yet that it was John who was lost on the Sophia, as there were several of the name of J. King who went out about that time.

MR. AND MRS. HARRY BRIDGES—Mr. Bridges was a resident of Dawson and Fairbanks since 1898, and a well known caterer. He was a native of Victoria. Mr. Bridges had lived here for years.

MRS. M. VERY AND MISS E. VERY were well known pioneer residents of Grand Forks. Mrs. Very leaves a daughter outside, Miss Yvonne, formerly well known here.

JOHN F. PUGH was the collector of customs for Alaska. He visited Dawson for ten days last summer. Mrs. Pugh and their little daughter live in Juneau. They visited Dawson two years ago.

WILLIAM HAGGERTY was a veteran of the United States-Philippine war, and of late was working for the Chisholms on the Klondike. He was going out to join the Canadian army.

GEORGE BAKER ran the Broadway restaurant, in Dawson, the last three years. He formerly was a prominent member of the Moose lodge, and was in charge of the club rooms at one time. He came here in early days. He leaves relatives in Saskatoon.

C. H. WILKINSON was a prominent farmer of this vicinity, and had a thriving ranch at Sunnydale, opposite Dawson. He came here from Edmonton. He planned to return here next spring.

JENS CHRISTENSEN was 38 years of age, native of Norway, a long time in the Yukon, and a former partner with Teddy Thoresen in the Rude creek district; worked a long time at Bear Creek, and the last two years was with Dolan, Jones & Drake, on Last Chance.

TOM SIMICH, age 35, was a Slavonian, and leaves a brother in Vancouver. He worked for two years on Last Chance with Dolan, Jones & Drake.

JIMMY CLARK was a well known Dawson teamster. He was a member of several fraternities here. The remains will go to his old home in Markdale, Ontario, for burial under direction of the Eagles. His mother, Mrs. James Clark, lives at Markdale.

JAMES H. ALLMARK was one of the best known Dawson pioneers. He was a native of England, and came here from Regina as a member of the R. N. W. M. P., and was stationed at Fortymile a while. He later was engaged in carrying the mail to Mayo under contract. For a long time he ran the Regina bakery in Dawson. He was married here about sixteen years ago. Mrs. Allmark and little daughter went outside two years ago for a visit, and last spring the daughter died in Oakland of diphtheria. Mr. Allmark left many friends in the North. Mr. Allmark is in Oakland.

MRS. JAMES HALL, colored, was a well known and most popular Dawson cateress. She had lived here for years, and had been most thrifty.

DAVID I. WILLIAMS was one of the most energetic and prominent of Dawson's business men. He was born in Lisbon, Ohio, something over 50 years ago, and for a long time was in the Pullman car service. He came North in the Klondike rush, was engaged in mining, and later ran a barber shop here on Queen street; then visited lower Yukon camps and coast towns of Alaska, and always was most energetic. The last several years he ran a bath house here, and kept a beautiful collection of potted plants and an aquarium therewith.

MRS. J. C. GREEN was Miss Harriet Dayton; born in Oakland, California, about 38 years ago; received her education in California and State of Washington. Was married to Captain John C. Green at Seattle about 1900. Her father was a druggist in La Conner, Washington. Her nearest relatives living are two sisters, Mrs. L. Ashton and Mrs. F. Torlkinson of Seattle.

MRS. PETER LENEZ was born at Antigonish, Nova Scotia, about 1835. Was married to Peter Lenez in Dawson on April 27, 1904. She was a sister of Angus Chisholm, former employe of the Yukon Gold company. She leaves three sisters, one in Boston, one in Montreal, and one, Mrs. Dunn, in Juneau. Mrs. Lenez came to Dawson from Seattle in June, 1902. She was a cousin to Alex MacDonald, better known as "The Klondike King."

N. G. BLYTH was a waiter on the Casco and the Nasutlin during the summer. His parents live at 504 Beach Drive, Shoal Bay, Victoria.

Thrill will get you further up life's ladder than any other quality, and will carry you down faster.

# REVOLUTION RAGES IN GERMANY-NAVY IS SEIZED--20,000 DESERTERS PARADE

STOCKHOLM, Nov. 7.—There are continuous demonstrations in Berlin. Twenty thousand deserters from the army are marching through the streets of the capital.

VANCOUVER, Nov. 7.—(Flash.)—Copenhagen says the revolutionists have seized the entire German fleet. LONDON, Nov. 7.—Mutinous sailors at Kiel have seized the battle-

ships Kaiser and Schleswig-Holstein and refuse to return to their posts of duty until the treaty of peace with the Allies is signed.

COPENHAGEN, Nov. 7.—The German sailors at Kiel refuse to return to work until peace is signed. Charity begins at home, but it isn't charity if it stays there.

# WHOLE GERMAN FRONT IN WEST CAVING --FOURTEEN HUN DIVISIONS CAPTURED

PARIS, Nov. 7.—As a result of the latest battle, which still is in progress, the Allies have soundly beaten fourteen German divisions. Hundreds of villages have been freed and thousands of prisoners have been captured. The enemy's position, which was bad before, now is said to be desperate.

PARIS, Nov. 7.—The retreat of the Germans along the whole French front continues, the war office reported today. The French are in contact with the enemy rearguards. Additional advances of three miles were made at several points. Italian troops, co-operating in the attack, carried their lines to Purnant river, southeast of Mont Cornet.

PARIS, Nov. 7.—The pursuit of the enemy along the entire front continues. LONDON, Nov. 7.—The British forces are continuing their progress along the Franco-Belgian battle line. Aisne river between Rehel and Atigny, practically isolating those important towns. Barby, west of Rehel, has been taken.

PARIS, Nov. 7.—Yesterday's advance of the French army netted one of the greatest yet made, measuring more than six miles at various points. LONDON, Nov. 7.—The British have reached the main Avesnes-Bavay road, less than four miles west of Maubeuge.

## DEVELOPMENT OF NEWS OF THE DISASTER

(Continued From Page One.)

that small boats are on the way with more.

The bodies of Harry B. Parkin, of Waechter Bros. and Mrs. Harry M. Bridges of Dawson are the only ones reported here as having been identified so far.

The bodies are being taken care of by the United States commissioner and deputy marshals.

All bodies recovered had on life belts. Will telegraph names of those identified as soon as possible.

JACK HILLARD. JUNEAU, Oct. 28.—The wreck of the Princess Sophia occurred at 5 o'clock Friday evening. The logs of the Cedar and the King & Winge established this conclusively.

Two o'clock Friday afternoon all was well and the Sophia refused to permit an attempt to remove the passengers. At ten minutes to five o'clock the Sophia's wireless operator sent out a distress signal and added: "Just time to say good-bye. We are foundering."

The Cedar, which had sought shelter, with consent of the Sophia, put out, but the storm was so severe, the snow so blinding and the water so rough that she was lucky to get back safely. The next morning, before daylight, she went out and found only the foremast above water.

JUNEAU EMPIRE. JUNEAU, Oct. 28.—(4:30 p. m.)—(Special to News.)—Twenty-five vessels are engaged in systematic work of recovery of bodies of the Princess Sophia's victims, and are doing excellent work, and probably most of the bodies have been found by this time.

The work of recovering the dead is under the personal direction of Governor Riggs, who is on the United States lighthouse tender Cedar.

The governor organized a searching fleet which is patrolling Lynn canal and adjacent waters. Each boat has certain waters assigned to it.

The identification of the bodies is proceeding.

It is not believed there is a chance that there is a single survivor. The loss of life is established at 343 souls.

DAILY EMPIRE. JUNEAU, Oct. 28.—Seven more bodies just arrived at 9 o'clock, making 167 known to be recovered.

EMPIRE. JUNEAU, Oct. 28.—Bodies actually arrived at Juneau at 5 o'clock tonight number 143. Seventeen are known to be on the way to Juneau. Possibly the patrol boats have many more. All shores and waters are being scoured by twenty-five boats and scores of willing workers. Former overstatement of number of bodies recovered due to duplications of reports where one boat would transfer to another and bodies thus counted twice.

JUNEAU, Alaska, Oct. 28.—About one hundred and seventy-five of the Princess Sophia's victims have been recovered and brought to Juneau. EMPIRE.

JUNEAU, Oct. 28.—(Via Vancouver and Dominion Government Wire)—All flags throughout Alaska have been ordered by Governor Riggs put at halfmast in memory of the Sophia's victims.

The shores near the scene of the wreck of the C. P. R. steamer Sophia are strewn with dead bodies, according to a wireless message last night. A heavy storm throughout Sunday prevented the relief ships from getting to land. The bodies of twelve victims were brought here last night.

SKAGWAY, Oct. 29.—(Special to Dawson News.)—The search boats under the direction of Governor Riggs continue patrolling the vicinity of the Sophia wreck for a distance of thirty miles. The bodies are covered with crude oil from the wreck and a great many have to be washed with gasoline before identification is definite.

JUNEAU, Oct. 29.—(Special to Dawson News.)—Ten more bodies recovered this evening, among them that of John F. Pugh, collector of customs for the District of Alaska. His body was found at Tree Point, on the north end of Douglas Island, a few miles from the wreck. The body was in good condition. Total number of bodies recovered to date, 177, and the number identified, 155.

SKAGWAY, Oct. 30.—(Special to News.)—The City of Seattle is on the way with 200 coffins. The search is being continued. The captain of the United States army steamer Peterson states that the pitiful part of the disaster is, that all could have been easily transferred to safety for a number of hours after he arrived. F. J. VANDEWALL.

From Col. Knight "Dawson, Y. T., 27th Oct., 1918.—Inspector A. L. Bell, R. N. W. M. Police, Whitehorse, Y. T.: Proceed to Skagway, render every assistance especially to safeguard interests of relatives of recovered bodies. Take Sergeant Mapley to assist with identifications, and proceed to scene of wreck if you consider it necessary. "R. S. KNIGHT."

From Dr. Thompson The message from Dr. Thompson follows:

"Ottawa, Ont., Oct. 27-28.—Colonel R. S. Knight, Administrator, Dawson: Reported here today that Princess Sophia sunk with two hundred and sixty passengers and seventy-five of crew all lost. Is this terrible news true. Were there many Yukoners aboard, and can you tell me who they were? ALFRED THOMPSON."

Col. Knight replied yesterday to Dr. Thompson, stating: "Princess Sophia sang with all hands in Lynn canal. There were no survivors. Estimated 125 Dawson people. One hundred and ninety bodies recovered and taken to Juneau. Inspector Bell and Sergeant Mapley have been instructed to proceed there and assist in identification." The colonel also gave many names of best known Yukoners.

CHANGE AT OTTAWA OTTAWA, Nov. 7.—Crothers, minister of labor, has resigned. He has been succeeded by Senator Robertson.

## BODIES RECOVERED FROM THE SOPHIA

Bodies recovered from the Sophia to date number about 180 out of the total of 343 passengers and crew lost. The list of recovered, to date, November 7, according to Juneau advices by wire, follows:

- ALLEN, GEORGE.
- ANDERSON, J. P.
- ANDERSON, MRS. J. P.
- ANTHONY, WILLIAM A.
- ALEXANDER, CAPT. JAMES.
- AFTAIKEN, F. A.
- BOOTH, GEORGE.
- BRIDGES, MRS. HARRY.
- BACKMAN, OSCAR.
- BAGGERLY, S. J.
- BAGGERLY, MRS. S. J.
- BEYER, FRED.
- BAKER, GEORGE J.
- BLOOMQUIST, CAPT. CHARLES.
- BROWN, FRANK.
- BARNES, ALLAN.
- BENNETT, HOWARD.
- BLACK, CHARLES.
- BURKE, FRANK.
- BELL, EDWARD M.
- BEATON, MRS. JOHN F.
- BEATON, LORETTA.
- BEAGLE, CHARLES.
- BOWKER, JOSEPH.
- CHANQUIST, CHARLES.
- CLARK, LLOYD E.
- CHANG, LEE.
- CLARK, JAMES A.
- CRAVEN, CHARLES A.
- CHINERY, CHARLES S.
- CHOW, FAT.
- CHIN, MON.
- CARR, MRS. W. S.
- CARTWRIGHT, ALFRED.
- CRONE, JAMES.
- COLLINS, THOMAS J.
- CASTLEMAN, CHARLES M.
- CHOW, LEE.
- CHANG, BING YUNG.
- DALLAS, GEORGE A.
- DEANS, THOMAS.
- DIBBLE, WILLIAM C.
- DARLING, GEORGE H.
- DALBY, SEWELL M.
- EADS, MURRAY S.
- EADS, MRS. MURRAY S.
- EYRE, JOHN.
- FLEMING, IVAN E.
- FINLAY, ROBERT.
- GOSSE, FRANK.
- GRENNEY, ALTEN J.
- GIBBS, FRANK L.
- GARNER, MRS. J. E.
- GREEN, CAPTAIN JOHN C.
- GREEN, MRS. JOHN C.
- GEORGE, JAMES.
- GIDLUND, O. A.
- GURKOVITCH, PETER B.
- HALL, MRS. JAMES.
- HOERING, THOMAS L.
- HITCHING, J.
- HOWEY, GEORGE.
- HAYNES, JACK.
- HAGER, ROBERT.
- HALL, ROBERT M'G.
- HATCHER, JACK.
- HARPER, WALTER.
- HARPER, MRS. WALTER.
- HARDIN, HARRY E.
- HAWS, RICHARD C.
- HOLMES, CHARLES.
- HANSEN, LARS A.
- IRONSIDE, E. S.

- IRONSIDE, MRS. MARY.
- KENDALL, A. W.
- KNUTSON, CARL.
- KENYON, H. J.
- KAWAGA, CHARLES T.
- KILWAY, CHARLES E.
- KOULOROUS, SPEROS A.
- KIRK, JAMES W.
- LEE, SING POY.
- LAIRD, JOHN A.
- LAWLESS, HENRY F.
- LEAVITT, GUY S.
- LENEZ, MRS. PETER.
- LING, CHONG YUNG.
- LEWIS, A. D.
- LEE, L. M.
- MASKELL, JACK.
- MURPHY, ARTHUR.
- MACEY, STEWART A.
- MILNE, THOMAS.
- MABINS, ANTOINE.
- MYERS, ULYSSES GRANT.
- M'TAVISH, ROY.
- M'DONALD, HERBERT W.
- M'DONALD, RUTH.
- M'DONALD, EUNICE.
- M'WATERS, WILLIAM.
- M'CRAIT, GUY.
- M'NEIL, LOOKIE.
- M'QUEEN, A. W.
- M'ARTHUR, W. T.
- NEILSON, THOMAS.
- NEUBERG, CHARLES.
- GEORGE A. PADDOCK.
- PARKIN, HENRY B.
- PINSKA, A. D.
- PINSKA, MRS. A. D.
- POPPERT, OSCAR A.
- PLUMB, HERBERT.
- PRUIT, ROBERT.
- PALLISON, ARNOU X.
- PORTER, C. W.
- PATTERSON, JOHN.
- PUGH, JOHN F.
- PRATT, A. D.
- PETERSON, PETER W.
- RUTHERFORD, HARRY A.
- RANDOLPH, GEORGE O.
- ROBINSON, HAROLD ALLEN.
- ROSS, DUNCAN.
- ROBINSON, DAVID MEANS.
- RUSSELL, H.
- SCHENCK, JOHN H.
- STANGE, MARTIN E.
- SATOMYER, D.
- SUTHERLAND, ALLEN H.
- SOMERSET, HENRY G.
- SHARON, WILLIAM C.
- SMITH, WILLIAM A.
- SHAW, WILLIAM F.
- SIMICH, TOM.
- SWARTZ, HARRY M.
- SCOUSE, WILLIAM.
- STEWART, CAPT. AUGUSTINE.
- SMITH, W. P., S.
- SMITH, W. P., JR.
- SANGSTER, GEORGE.
- TACKSTROM, OSCAR E.
- TACKSTROM, MARGARET.
- THOMPSON, W. A.
- TRAINOR, JAMES A.
- TOLBERT, THOMAS.
- THORESEN, THEODORE EINAR.
- TRIBE, GEORGE.
- TARTIF, HARRY.
- VITO, JOSEPH.
- VIPQUAIN, MRS. CHARLES J.
- VIPQUAIN, CHARLOTTE JOY.

## BAVARIA WILL SECEDE IF BERLIN DELAYS

LONDON, Nov. 7.—Unless Germany accepts the Allies' armistice terms Bavaria will sue for separate peace. Bavaria has sent troops to defend its frontier "against disbanded Austrian soldiers," according to an official despatch received from Munich via Amsterdam.

## SCHLESWIG IN HANDS OF REVOLUTIONISTS

LONDON, Nov. 7.—The entire German navy and a greater part of Schleswig are in the hands of the revolutionists, according to reports from Copenhagen.

LONDON, Nov. 7.—Little doubt here that Germany will accept the armistice terms, owing to the increasing gravity of her position.

COPENHAGEN, Nov. 7.—A revolt has broken out in Hamburg, a report received here states.

## REPUBLICAN HOUSE ELECTED IN STATES

WASHINGTON, Nov. 7.—Great interest centers in the elections just held in the states. Many states held elections for governors and other state offices, and many for members of congress.

Early returns show that the house of representatives is Republican, and the senate still in doubt. Speaker Clark of the house is re-elected.

EAGLE, Alaska, Nov. 7.—The election in Alaska for delegate to congress seems close. Both Wickersham and Sulzer men claim victory. Not more than sixty votes' difference is said to exist in the totals.

Thursday, November 7, 1918. 8 a. m.—Cloudy; light northerly wind; 10 above; barometer, 28.640; precipitation, .03 of an inch. Maximum temperature yesterday, 28 above. Minimum this morning, 9 above.

5% and absolute safety. Victory Bonds!

## WAR WEEKLY AND PURPLE MASK TONIGHT

"Facing Death," the fourth episode of "The Purple Mask," will be shown in the D. A. A. tonight. This serial promises to be one of the best ever run in Dawson. In connection with "The Purple Mask" there will be a late war weekly, featuring events at the front and late topics of the day. A Billy Rhodes comedy also will be added to tonight's bill; also issue No. 1 of the Screen Magazine, a new feature in pictures, showing new inventions, a machine that tunnels through a mountain without blasting, a beetle that eats grapes and ruins vineyards, animal industry of our dumb friends, animated sculpture, showing what Willie Hopkins, world renowned sculptor, can do with common clay, and, last but not least, ladies, come out and see how to be your own beauty doctor, posed by Catherine Calvert.

- VERRILL, CLARENCE S.
- WOLDON, EDWARD G.
- WILLIAMS, GEORGE W.
- WILLIAMS, DAVID I.
- WHITE, FRANK.
- WHITE-CROSS, VICTOR C.
- WALLER, C. W.
- WRIGHT, WILLIAM.
- WATSON, CHARLES E.
- WINKLER, AUGUST S.
- WING, SIT.
- WILKINSON, A. B.
- YOUNG, JOHN R.
- ZYLSTRA, CHARLES W.
- ZACCARELLI, JOHN.
- TWO CHINESE, members crew.