

THE DYEA TRAIL.

VOL. I.

THE DYEA TRAIL, APRIL 9, 1898.

NO. 14.

R. I. P.

C M Holt, Tacoma, Wash.
J B Pearce, Tacoma, Wash.
Albert F King, Tacoma, Wash.
J E Doran, Tacoma, Wash.
Albert Englund, Tacoma, Wash.
Gus Ziebarth, Seattle, Wash.
Frank Sprague, Seattle, Wash.
C P Harrison, Seattle, Wash.
W L Riley, Seattle, Wash.
— Stevenson, Seattle, Wash.
Con Gepfert, Seattle, Wash.
E J Hudson, Seattle, Wash.
R L Esterbrook, Seattle, Wash.
Oscar Johnson, Seattle, Wash.
Chris Johnson, Seattle, Wash.
C L McNeil, Elk River, Minn.
Mrs Anna Maxson, Jefferson Co, Pa.
Ras Hedgard, Baker City, Or.
Thomas Cullinan, Portland, Or.
John A Morgan, Emporia, Kas.
L Weidelin, Kansas.
John Reddy, Kansas.
C Beck, Florida.
E D Atwood, New York.
O A Ulen, Woolley, Wash.
J K Clark, residence unknown.
W F Warner, Menlo Park, Cal.
Geo Eggart, Menlo Park, Cal.
John Merchant, Grizzly Bluff, Cal.
Austin Preston, Grizzly Bluff, Cal.
Tim Glynn, Portland, Or.
G F Smith, Sedro, Wash.
Geo Lewis, Spokane, Wash.
Mark Welch, Butte City, Mont.
Frank Millet, Butte City, Mont.
C W Kenney, Prescott, Arizona.
Henry Jaeger, Los Angeles, Cal.
Jeff Saling, Weiser, Idaho.
Joseph Smallwood, Portland, Or.
William Falke, San Francisco, Cal.
John Vogel, Los Angeles, Cal.
W A Dahlstrom, Lincoln, Neb.
S M Grimes, California.
William Carroll, San Francisco, Cal.
Curtiss C Turner, Omaha, Neb.
Albridge D Bissell, Palatine, Ill.
Thomas J Wall, Hazel, South Dakota.
O A Anderson, San Francisco, Cal.
Andrew Anderson, San Francisco, Cal.

SACRED TO THE MEMORY

OF THOSE WHO PERISHED IN THE AVALANCHE OF APRIL 3, 1898.

Near the Stone House, Alaska.

SEPULCHER OF ICE AND SNOW

An Awful Avalanche Buries a Great Host of People

IT CAME WITHOUT A MOMENT'S WARNING

The Saddest Incident Not Only of the Great Rush to the Gold Fields But in the History of Alaska and the Northwest Territory

The horrible calamity that happened last Sunday at Stone House, where, fifty or more persons were buried alive under a tremendous avalanche of snow and ice, is now the absorbing topic—not only in Dyea but all over the world. The sad messenger of death is on its way to anxious mothers, wives, sisters, children and friends in all parts of the country. The uncertainty about the number actually buried and how many remain in their icy graves wrapped in their shroud of spotless white, adds to the horror of the awful catastrophe. Every family who has some member en route to the gold fields, will grieve even more than those who have actual tidings of death. Realizing the anxiety which will be felt, THE TRAIL will endeavor to give as correct a list as possible of those who lost their lives.

Many erroneous and injurious reports have gone forth in regard to the accident, particularly from Skaguay. Statements and flagrant untruths that should put to shame the authors; but Skaguays' have no shame. Their ambition seems to be to heap misery upon others—they glory in publishing false statements; they are ghoulish enough to wish that there had been 5,000 buried if it only happened on the Chilkoot trail. What care they for the thousands of anxious relatives at home? They show no respect to the dead; but apparently take hellish delight in magnifying the awful fiction, and in the hour of death to take advantage of this sad calamity, by advertising their fever-stricken hole of hell.

In order to give our readers the facts, we will take them with us on the trip from Dyea to the summit—try and paint them a pen-picture of the scene of the snow slide, and of the trail the entire length, and thus enable them to gain a fairly good idea of the only natural passageway to the interior of Alaska.

The writer left Dyea on foot at 7 A. M. on March 30th, went to the summit and was back in Dyea the same day.

The scene of the accident is about 18 miles from Dyea, and two miles above Sheep Camp. It did not occur on the main trail, but in a draw—a kind of cut off—there was no object in using it; no necessity at all, and the people were

warned of the danger they were in, but the warning was unheeded. The Indian packers quit work and that locality two days before the occurrence. Sam Heron and Jack Cavanaugh, two of the most experienced and noted guides and pioneers of this country, have frequently warned people who were camping there of the danger of the snow slides which occur in that vicinity—but, somehow, their warnings were unheeded.

Mr. A. Mueller, of Vancouver, who was buried six feet in the avalanche, and was rescued alive, gives a most graphic description of the terrible affair. He was dug out after being imprisoned three hours. Mr. Mueller was conducting a restaurant at the Scales, and his story is as follows:

"I had one of the most substantial buildings at the Scales, and, although we were a little uneasy about the heavy fall of snow, myself and partner Mr. Joppe did not apprehend any danger for ourselves, but the constant small snow slides which occurred during the night gave us uneasiness about our neighbors who were in tents. About four o'clock in the morning one of our neighbors came rushing to our cabin and yelled 'for God's sake to come and help him; that a slide had buried the Maxsons in their tent.' We hurried with shovels to the rescue and extricated Mrs. Maxson and two others fearing another occurrence of the kind. We aroused the camp and concluded it was as safe to remain longer and concluded to pack up and make for Sheep Camp, while we were preparing to leave. The Chilkoot Tramway construction gang came down from the summit, and urged us to move at once, and we concluded to follow them. They gave us a long rope to enable us to keep together and started ahead of us, about fifteen minutes after we got into line. I concluded that we might need shovels to clear drifts with, and made everyone who could procure one do so. After procuring the shovels we took hold of the rope and started with Mr. Joppe in the lead. We proceeded down the trail about one thousand feet below the Scales, where we came to the draw—a low ravine just above the O. & I. power house. As we entered it we heard

a low rumbling sound. Someone shouted 'snow slide,' but I thought it the howling of the wind and answered back to that effect. I had hardly gotten the words out of my mouth when I found myself buried to the hips in a solid mass of snow and ice. I did not have time to think before I was pushed over on my side by another mass and covered to a depth of six feet. I realized the awful fate in a moment. I knew it was not myself alone that was buried, but thought that perhaps those on the last end of the rope were not covered, and that the construction gang, who were ahead of us, would be ahead of the slide and possibly save us.

"I thought of home and friends—every act and hope of my life crowded into my mind in a moment—but I did not give up the hope of being saved. I could not move hand or foot. I was held as fast as if I were in a plaster-of-paris cast. I did not shout or cry out as I realized I needed all my breath and strength. I could hear people near me groaning and praying; but in only a few minutes all was still, and I became unconscious. I fully realized my position—it was not at all torturous, but simply that of going to sleep. When I awoke I found myself on the floor of the power house; and it was sometime before I could realize how it all happened. I was considerably bruised and was black and blue all over; but I feel that no permanent injury will result. They tell me I was buried just three hours. They took out seven alive that were on the rope with us; but four of the seven afterward died.

"A singular and romantic episode occurred after I was taken to the power house which is worthy of publication, for the deserving little heroine, Miss Vernie Woodward, who has been on the trail for over a year, packing freight on her back, and managing five pack horses which she had bought with her earnings—was one of the first to reach the scene from Sheep Camp. She came to the power house to aid and comfort the wounded, and discovered in the row of dead the body of Mr. Jappe, whom she had known for a long time, and was very much attached to. When she recognized him, her grief

was unbounded. She cried and begged for him to come back to life—to look at her. She unfastened his shirt, and in frenzied grief began to rub him. She worked upon him as only a true woman will—moving his arms this way and that; pressing his chest and breathing into his lungs until three o'clock in the morning. She was then rewarded by his opening his eyes and speaking her name 'Vernie.' Every body shed tears of rejoicing."

The little heroine and hero were at once taken to Sheep Camp. Mr. Jappe is out of danger and Miss Woodward is the heroine of the hour.

Forty-eight bodies have been taken out up to the present time. The names will be found on the first page.

Mr. P. Young who was one of the first to arrive on the spot and who extricated Mr. Muller says that in fifteen minutes after the slide occurred there were 1,500 men on the spot, working like heroes to extricate the sufferers. Some of them were buried 30 feet deep. He says that those people were instantly killed by concussion—the mass of wet snow that came down was almost beyond comprehension. It came down the steep mountain side 3,000 feet and covered ten acres. It came with such force that it solidified at once almost like ice. Mr. Young thinks there are many more still under the mass of snow, but it does not think they can be recovered till the summer thaw.

The Chilkoot Tramway people aided in every way possible; they spared no expense in trying to rescue the victims and will keep a force of men at work until they are satisfied the last one is out.

Many of the bodies were taken to Dyea and sent home to friends, and others were buried in the cemetery at Dyea.

The trail, which had been closed for the time, was opened again yesterday, for traffic and packing was resumed over the summit.

A brief description of the trail from Dyea harbor will, perhaps, be appreciated at this time. Dyea, the newest, most pretentious, and most northern city in the United States, is situated on a high dry and sandy beach, in a beautiful valley, at the head of Lynn Canal—

nestled and sheltered between towering eternal snow-capped mountains. The Weisman and other living glaciers tower high on either side. Two branches of the Dyea river flow to the sea on either side of the city. The valley is about one mile wide and extends to Canyon City, a distance of nine miles. The summit can be seen from Dyea. It is not as high by a thousand feet as the mountains on each side, and has the appearance of a saddle in a gap of the mountain. The city of Dyea has some very fine and substantial buildings, and there is scarcely a vacant lot for a distance of three miles. At that point we come to the famous Kinney bridge over a thousand feet long—a toll bridge, which the prospector must cross in the summer time—this bridge crosses the west or main branch of the Dyea river to an island of about 60 acres which is heavily timbered. In fact, the entire bottom lands on both sides of the river are well-timbered. From the island the trail runs along the edge and river bed clear to Canyon City. The river is low in the winter months and frozen over. It is very shallow in most places and changes its channels frequently making the bed of the river, which is full of boulders all the way, from a half to three quarters of a mile wide. Most of the teaming is done in the winter and spring time on the bed of the river.

About five miles from Dyea we come to Finigan's Point, which makes out from the mountains to a deep and rapid place in the river. This point has been located and a short toll road built across it to what they call "head of navigation"—called so because Indians sometimes in the summer manipulate their canoes up this far. From this point the trail leads up the old rocky river bed, in a go-as-you-please zig-zag way, to Canyon City—a very picturesque spot. Here we find, at the foot of towering mountains a new and not unpretentious city—there are comfortable hotels, restaurants, saloons and business houses. The mammoth power house of the Chilkoot Railroad and Tramway Co. is located here right in the mouth of the canyon. In going into the canyon you find only room for a single team. The road is only available in the winter when the river is frozen over. In the summer it rushes madly through the canyon in a tremendous volume, which makes it utterly impassible after the ice breaks up, which is generally about the first of May.

The Canyon is simply a scene of grandeur—only about forty feet wide, with perpendicular mountains rising thousands of feet, and almost closing together at the top. The canyon is very crooked—winding, like a cork-screw—for a distance of four miles. Going through the canyon the first thing which one will notice is that he is going up hill. Emerging from the canyon at the upper end you come to Pleasant Valley—a romantic spot covered with spruce and cotton-wood trees, making it an ideal camping spot. One mile further on and up at the foot of two towering mountains we come to the famous Sheep Camp, called so from the fact that years ago a party drove a flock of sheep through to Dawson, and camped on this spot for several weeks.

Sheep Camp is a rough, rugged, rocky spot, with little space for a townsite, and to-day there is scarcely an inch of available ground. It is covered for over a mile square, with tents so thickly set as to prevent one passing between them in any instances. There is but one street,

and that a semblance of one—it being only about sixteen feet wide and winds haphazard along the bank of the river. Numerous small stores do a thriving business here, as well as the many saloons. There are two drug stores, a hospital, fifteen hotels and restaurants, coffee-stands and lodging houses too numerous to mention. There are also two laundries, a bath house and several store houses.

Outfits are hauled to this point on sleds and from here are packed on sleds, dogs, etc., to the Scales, four miles above. Here begins the real hard work for man and beast. About a mile from Sheep Camp we come to what is called "Stone House." This is a great boulder or immense rock setting high up by itself, and deriving its name from the fact that it has an overhanging shelf which affords some shelter in heavy storms. Nearby is the beginning of what is called "long hill," and is something the shape of a whale back. It is the most tedious and tiresome strip of the whole journey—even more so than the summit. It is about half a mile wide and slopes off right and left toward the mountains, forming on each side a sort of ravine. Here many prospectors would pitch their tents and cache their goods, dragging them by peacemeal on dog sleds to this point, then go back to Sheep Camp for another load, and when they have gathered all their stuff together they stake a tackle and fall on the top of the hill, fasten their sleds to the rope and by merely taking hold of the up hill end walk down and draw the sled loads up and continue this until it is all over.

It was in one of these draughts, or ravines, that the awful slide occurred. From the top of Long Hill, which takes about an hour to walk up, they go down a short incline and then up another even steeper than Long Hill, but not so difficult to climb. Over this hill and you are at the Scales.

The Scales is like a big basin, in the top of the mountain. There is from ten to twenty feet of snow here most all the time. Shacks and tents are mostly eight and ten feet below the surface of the snow, and the same thing exists at Sheep Camp. The town is composed of about 40 tents and five or six buildings. Messrs Fuller and Jappe had a fine restaurant there and did a big business.

The Scales derived its name from the fact that in times gone by the packers had a pair of scales at this point to weigh the freight.

There are three tramways in operation from the Scales to the top of the summit, and they do very effective work. They have a capacity of 20 tons per day, and the big Chilkoot Tram, which has its cables laid from Canyon City to Crater Lake, and which is now about ready for operation. Men can easily pack 150 pounds up and over the summit. Steps are made in the snow, and in good weather there is a continual string of people going up these snow stairs—men, women and children. The packers go up this way, and in coming back slide down a s uice or a rut made in the snow—it is like going to the top of a big hill and coasting down again on the seat of your pantaloons. The distance is about a quarter of a mile.

The trip is very fascinating and not at all difficult. I would not miss the grandeur of this trip for thousands of dollars. The top of the summit is completely covered with outfits—some of them buried 30 and 40 feet in the snow. The Canadian Customs officers are stationed here in their tents. They are not any too comfortable but manage to endure the exalted and stormy position. They have their wood for fuel packed to them from below Sheep Camp, and pay five cents per pound for it. From the summit down to Lake Linderman (nine miles) is a very easy trip, being all down a gradual grade.

THE CITIZENS' COMMITTEE.

Prior to the appointment of the Citizens' Committee at Sheep Camp to take charge of the disinterred bodies and their effects. A number of bodies had been taken from the slide, and it is alleged on good authority that some of them were looted of money and valuables. But every suspicion of this kind of work ceased with the appointment of the Citizens'

Committee, which was composed of the most prominent and respected men of Dyea and Sheep Camp. This Committee examined each body carefully, made a minute memoranda of all personal effects and made the best disposition of the same that was possible under the circumstances. Death certificates were also issued, and a complete record of all the transactions kept. The names of the Committee are given in this issue. The Committee did not handle the bodies of the Chilkoot Tramway Co.'s dead. That company looked zealously after the victims who had been in its employ. A list of the principal effects found on a number of the bodies, and a record of the Committee's work will be filed with the United States Commissioner's office at Dyea. The principal effects found on a number of the bodies is here given. As far as possible it includes the bodies handled by the Committee, but not those of the C. R. & T. Co., which has kept a faithful record of all effects of its unfortunate employes.

FOUND ON THE BODIES.

THE TRAIL herewith presents as accurate a list of the dead as could possibly be obtained. The list has been compiled with the greatest care, and has been checked and compared with the lists of the Citizens' Committee, at Sheep Camp, and that of the Chilkoot Railroad and Transport Company. The number of dead according to our figures is forty-nine. This was up to Sunday morning, April 10th. We give no list of the persons reported missing, for the reason, that much uncertainty would attach to it. It is best to await results and cause no needless anxiety.

The list of dead, with place of residence where possible to obtain it, is as follows:

- C M Holt, Tacoma, Wash.
- J B Pearce, Tacoma, Wash
- Albert F King, Tacoma, Wash
- J E Doran, Tacoma, Wash
- Albert Englund, Tacoma, Wash
- Gus Ziebarth, Seattle, Wash
- Frank Sprague, Seattle, Wash
- C P Harrison, Seattle, Wash
- W L Riley, Seattle, Wash
- Stevenson, Seattle, Wash
- Con Gephert, Seattle, Wash
- E J Hudson, Seattle, Wash
- R L Esterbrook, Seattle, Wash
- Oscar Johnson, Seattle, Wash
- Chris Johnson, Seattle, Wash
- C L McNeil, Elk River, Minn
- Mrs Anna Maxson, Jefferson Co, Pa
- Ras Hedgard, Baker City, Or
- Thomas Cullinan, Portland, Or
- John A Morgan, Emporia, Kas
- L Weidelin, Kansas City.
- John Reddy, Kansas City,
- C Beck, Florida
- E D Atwood, New York
- O A Ulen, Woolley, Wash
- J K Clark, residence unknown
- W F Warner, Menlo Park, Cal
- Geo Eggart, Menlo Park, Cal
- John Merchant, Grizzly Bluff, Cal
- Austin Preston, Grizzly Bluff, Cal
- Tim Glynn, Portland, Or
- G F Smith, Sedro, Wash
- Geo Lewis, Spokane, Wash
- Mark Welch, Butte City, Mont
- Frank Millet, Butte City, Mont
- C W Kenney, Prescott, Arizona
- Henry Jaeger, Los Angeles, Cal
- Jeff Saling, Weiser, Idaho
- Joseph Smallwood, Portland, Or
- William Falke, San Francisco, Cal
- John Vogel, Los Angeles, Cal
- W A Dahlstrom, Lincoln, Neb
- S M Grimes, California
- William Carroll, San Francisco, Cal
- Curtiss C Turner, Omaha, Neb
- Albidge D Bissell, Palatine, Ill
- Thomas J Wall, Hazel, South Dakota
- O A Anderson, San Francisco, Cal
- Andrew Anderson, San Francisco, Cal

R. L. Esterbrook—Gold filled watch and chain; belt containing \$61 currency and \$1 silver and gold ring. Turned over to Allan Gray and A McVicker of Seattle. Outfit at Scales. Esterbrook

and A. D. Bissell, also killed, were said to be partners.

Austin Preston—Pocketbook containing 20 cents and a bill from "Red Front," Dyea, and portion of a letter.

William Carroll—Pocketbook containing \$15 in currency and 50 cents in silver. Belonged to Longshoremens' Union No. 1. of Skaguay; ticket No. 62, signed by Geo. L. Buzard, Secretary.

Geo. Eggert—Nickel watch and chain; belt containing \$55.20 and two keys; pocketbook containing recommendations, etc.

Andrew Anderson—Gold watch, chain and charm; \$60 gold, \$5 in silver. Outfit of \$600 or \$700, mixed with outfit of John Grouros.

Con Gephert—Photograph, custom house receipt, letter for W. A. Clark, Dawson; gold watch and chain; belt containing \$25 in currency, miner's license and draft for \$100 in favor of C. N. Gephert on Scandinavian American Bank of Seattle; also \$8.05 in trousers. Gephert was going in with G. F. Compton. Outfits all on summit. Remains were taken from the morgue by Compton and all effects enumerated herein were given to him to be sent home to the deceased's family.

W. F. Warner—Silver watch, belt containing \$40 in gold, purse containing \$20 gold piece and 5 cent piece; several papers showing that he and Eggert were partners; gold ring with two hearts engraved.

W. A. Dahlstrom—Tobacco sack containing \$50. Parents live in Lincoln, Nebraska. Worked with Thomas Linville, Astoria. Clothing and bedding at 99 Restaurant at Scales; also books and notes; no outfit; was a packer.

Frank Millett—Silver watch, \$5 currency, \$1.50 silver; magnetic ring on little finger of right hand; snow glasses. Partner's name is Mark Welch. Millett's brother and parents live in Minneapolis. He was a member of the Butte Miners' Union. Outfit on Crater Lake; duty is paid.

E. J. Hudson—Pocketbook containing \$5.23; gold watch, chain and diamond charm; belt containing \$200 in currency; wallet containing \$120 currency and note for \$166 unsigned. Customs receipt, miner's license, receipts, deeds to placer claims in Birch Creek districts and other papers of value. Body and effects all turned over to his partner, G. F. Compton.

Curtis C. Turner—Gold watch and chain; \$90 in currency, \$20 in gold and \$5.65 in silver. Body and effects turned over to Wm. Preston of Skaguay, his partner.

Albidge D Bissell—Odd Fellow's pin; belt containing \$20 in currency, \$40 in gold, \$5 in currency, \$5 20 in silver and a one dollar gold piece. Body and effects turned over to Odd Fellows' committee.

Oscar Johnson—Purse with 15 cents; pencil.

Chris Johnson—Nothing on body; had a restaurant above 99 Restaurant at the Scales; wife in San Francisco

Mark Welch—Gold filled watch, jack knife, customs receipt; in pocket \$2 10; tent near Stone House; outfit on Crater Lake, duty paid for both himself and Millett; wife and three children in Leadville; known to Mike Foley

L. Weidelin.—Buckskin sack, containing \$27.05. Body and effects turned over to Wm. Blodgett.

C. P. Harrison.—\$5 in silver. Body turned over to F. P. Porter.

John A. Morgan.—\$1.35 in silver. Body and effects delivered to Masons.

W. L. Riley.—Men. book, tooth brush, pocket comb. Partner of Porter and Harrison.

S. M. Grimes.—Silver watch and chain, \$12.10 in silver coin; \$10 in gold; Body and effects delivered to F. M. Grimes, of Dyea.

Times are slow. J. W. Snook hasn't killed a soldier this week.

Knabel is always ready for you when you are hungry. Give him a trial.

Ross Higgins & Co. were obliged to move their meat department in order to make room for their increasing trade.

The Treadwell mill, on Douglas island, has given to the world in gold more than the original cost of Alaska.

Alaska is the poor man's mining country. It is the hope of the United States, and hundreds of thousands of people will inhabit and develop it.

J. B. Agner and Edward L. Ensel are putting Yukon outfits over the summit. They are going to the interior, but before starting down will visit Dyea for a couple of weeks. B. A. Whalen will have charge of their interests in this part of Alaska until their return.

Spinal Meningitis Elsewhere.

Strange reports come from below. Ex-chief of the fire department, Breumm, of Tacoma, is said to have died from spinal meningitis, and a letter received by a gentleman in Dyea states that there are cases of the same disease in San Bernardino, California.

Dyea's New Cemetery.

Dr. Ernest L. Reyber took matters in his own hands this week and established a new cemetery for Dyea by turning over to the city five acres which he had located as a hospital site. Dr. Reyber appreciated that the time had come for action in the matter of stopping further burials in a plot right in the heart of the city, and, as a result of his energy, Dyea now has a cemetery in an ideal location.

For Sale.

On account of removal, I offer my entire stock of Post Office Stationery Store, for sale at cost.

MRS. L. A. Wallace.

Rev. Charles Larsen, of Dyea, went to Wrangel recently, and established an M. E. church. A building is now in course of erection. The reverend gentleman's labors in the cause of Christianity are meeting with much success.

Alaska is vast. It has a total of 615,500 square miles, about equal to the area of all the States north of the Ohio and east of the Mississippi.

The page of news in last week's TRAIL on the prospective development of Dyea's gold fields has given impetus to the local mining situation, and it is with an effort that prospectors are restraining themselves from going on extended trips into the hills. The fresh fall of snow on Saturday last will delay the beginning of prospecting operations somewhat, and the anxious ones will be compelled to more or less confine their operations to the foothills. Notwithstanding this limited field, good indications of mineral are daily being brought to light, and when Assayer Charles Bridges is ready to open he will find dozens of specimens waiting for the exercise of his skill to tell what may be hidden within. In almost every cabin in town may be seen pieces of quartz which have been picked up in the Dyea hills. Some one of the specimens may be the Aladdin's lamp which will reveal great golden riches.

H. A. BAUER

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J. F. Malony, Admr., Juneau, Alaska.

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Z B PATRICK

General Outfitting

WHOLESALE AND RETAIL GROCERIES AND PROVISIONS
River St. near Twentieth

Frank Sprague.—Cash \$52.50; miscellaneous goods in haversack, belonging jointly to Ziebarth and Stevenson. Body and effects turned over to Odd Fellows' committee.

—Stevenson.—Gold \$140, cash \$16.70; miscellaneous goods in haversack belonging jointly to Ziebarth and Sprague. Body delivered to E. C. Fickard, O. S. Johnson, H. J. Hunt, and M. Searle.

Gus Ziebarth.—Miscellaneous good in haversack belonging to Stevenson and Sprague; silver \$2.75; receipt for ox; silver watch; trifles.

C. Beck.—Nothing on person.

E. D. Atwood.—Cigar holder, wallet, pocketbook.

Tom Cullinan.—\$32.40; pocket knife, silver watch, chain—these things found on trail and turned in by Henry Desborough, honest man. Cullinan has a daughter, Kate, at No. 42 N. 5th st, Portland, Or. Miners' license and pocketbook; duty receipt and miners' license sent to Capt. Becker. Cullinan was a member of Portland Longshoremen's Union.

Ras Hedegard.—Knife, key-ring, pocketbook, silver 31 cents.

One Man's Experience.

Said Mr. Black, a man who was taken out alive and well:

"I was one of a large party which had started from the Scales. We were lined up along a rope. It was snowing and the trail was almost obliterated by the freshly fallen snow. I had no warning of the avalanche. It was upon us before we knew it. I found myself buried, and realized at once what had happened. My legs and one arm were outstretched. The outstretched arm lay across the body of a woman, whom I afterwards learned was Mrs. Maxson. My other arm was doubled on my chest. I could breathe only with great difficulty. After a great deal of patient effort I worked my hand up from my chest and removed a little of the snow away from my mouth and nostrils, which gave me great relief. Encouraged by this I completely exhausted myself in efforts to work my legs and other arm loose, but I failed to budge them. Tired out, I dropped off peacefully to sleep. Several hours afterward I awoke greatly refreshed and distinctly heard the sound of the first rescuing shovel stuck into the snow. A very distinct change had taken place while I was sleeping—all was silent when I awoke. Not a voice was to be heard under the snow. Before I went to sleep the voices of the entombed reached me from all directions. Many seemed to be praying and some were muttering good-bye to relatives at home. Everyone was talking. It was the most ominous and impressive time of my life. I shall never forget it I did not suffer any pain. My agony was mental."

It is said that when Mr. Black was uncovered, he laughed and told the rescuers to pass him by in favor of others who needed more attention.

Harry Holt.

Harry Holt, who was taken out dead, was one of the most popular young men, in Tacoma. It is said that on the morning of the avalanche he told his comrades that would be his last day at work for the Chilkoot Railroad and Transport Company; that he intended to start for Tacoma at once, where he was to be married, and would return with his bride and go into the interior. His wedding day never came. Instead, his dead body was sent to Tacoma on the City of Seattle. He came from one of the oldest, best known and most respected families in Tacoma.

Effect of the Avalanche on Dyea.

During the first few days after the avalanche the citizens of Dyea were too much oppressed to consider any other phase of the catastrophe than the great loss of life involved. But now that the early feelings of intense grief have necessarily given way to energetic action looking to the recovery of the dead and the proper disposition of the remains, a few words regarding the probable effect of the avalanche upon the city of Dyea and the trail, which starts here, may not be out of place, particularly as some of our friends in Skagway are busily spreading the report that the Chilkoot pass, will be blocked indefinitely.

To begin with, the trail is not blockaded. Respect for the entombed dead dictated but one course, and that was that every man, woman and child who was able should turn in and help to bring to light and life, if possible, every unfortunate under the mass of snow. An imperative mandate was therefore issued that no man should go over the pass until this humanitarian work was accomplished. Few, if any, wanted to do otherwise than rescue the unfortunates; but for fear that some utterly selfish gold-seekers might be forgetful enough of their duty to the dead, it was deemed wise to prohibit all further travel for the time being.

With inexcusable selfishness, this incident has been seized upon for a pretext to declare that the Dyea trail will be blocked for a month or more. The trail was never closed. Twenty minutes after the avalanche men were passing by in entire ignorance of the fact that a slide had occurred. From Dyea to the lakes the trail is now as open as it was a week ago, when thousands were making rapid progress over it to Lakes Linderman and Bennett. That it is open is attested by the notorious fact that contracts to land goods on the summit for five cents a pound are eagerly snapped up by teamsters and packers.

And now as to the ultimate effect of the avalanche on the trail and the city of Dyea: There is little doubt, we believe, that temporarily its influence will be bad. This influence will not only affect Dyea, but will have, perhaps, a decided tendency to considerably lessen the rush to the gold fields of Alaska and the Northwest Territory. The St. Michaels route will likely benefit largely as a result of the avalanches and it will not be a matter of surprise if a few persons now in the Lynn canal cities take some other route to the interior.

But these effects will only be temporary. It cannot be otherwise. The St. Michaels route is merely a summer incident of travel and traffic to the interior. It is too long, circuitous and uncertain to be depended upon as a means of getting in or out of the gold fields, besides which it has the serious impediment of being closed ten months in the year. This effectually bars it from consideration as a permanent route to the interior. With the St. Michaels route out of the way, there is positively no route worthy of consideration except that via Dyea and the Chilkoot pass. In the face of the avalanche of April 3d, it is fortunate for Dyea that this is so. Were there any other trail that compared in any way with the Dyea route, it would be a natural thing for the greater number of gold-seekers to seek that other route. But nature always furnishes a "best" in everything. She has done that for Dyea's trail. There is nothing that can undo

this work, and no work of man can make any other route its equal. Dyea is the gateway of the only feasible, practical route to the inside. It is nature's route. This is irrefutable. The great natural law that labor seeks the line of least resistance will continue to operate in its favor as heretofore, and, while the avalanche may have a transitory influence against it, it will soon recover, and the eager thousands will ever seek it as the way to the great interior. It is altogether a case of *must*. This is the only way the gold fields can be reached with certainty and economy. The avalanche will therefore have no permanent ill effect upon the Dyea trail. On the contrary, it will have an effect which will be not only to the interest of Dyea, but to every person going or coming from the interior. It will hasten the construction from Dyea of a transportation system which shall begin at the waterfront and end at the lakes—or, perhaps, at Dawson City. In a year from to-day it will be possible to send supplies from Dyea to the lakes for a trifle in comparison with the present rates. This is no piece of guesswork. It is a certainty. The route which nature has made the best will be improved by engineering skill at an early day, and the problem of ingress and egress to the gold fields at all seasons of the year will be solved to the satisfaction of all. The avalanche will hasten the day; that is all.

People of Dyea, be of good cheer. The fault for the great catastrophe lies not with us. Let us take it as a warning and do what is in our power to see that human lives are not hereafter sacrificed by carelessness. It could have been avoided and would have been but for the unwise eagerness of the people which led them to imperil their lives by attempting to travel when common sense plainly dictated the opposite course.

Ed. Doran's Warning.

Ed Doran and his father had both been working in the construction gang above Sheep Camp, but recently the younger man advised his father to go to the canyon, as it was his opinion there might be some dangerous slides. The elder Doran took his son's advice, and is to-day alive while the son lies in the Dyea cemetery.

Albert F. King.

Albert F. King, of Tacoma, was another unfortunate C. R. & T. man. He was one of the best foremen in the company's employ. He was bright, industrious, sober, and capable and was liked by his employers and by the workmen under him. John Reddy, who worked under him, used to sing:

"King'll be my boss,
Or I'll have no boss at all."

And in this he echoed the sentiments of all the workmen.

John Reddy.

John Reddy, of Kansas City, one of the C. R. & T. Co.'s men, was a witty, jovial fellow, and a good workman. He leaves a wife and children. He came here in December, and was an expert cable splicer.

In the Dyea Cemetery.

Beneath the brow of the mountain, and with the west branch of the Dyea river flowing peacefully at their feet, the following victims of the avalanche are buried:

- Mrs. Anna Maxson.
- Mark Welch.
- Frank Millet.
- Austin Preston.
- Henry Jaeger.
- C. W. Kenney.
- John Reddy.

- A. D. Bissell.
- William Falke.
- John Vogel.
- John Merchant.
- J. E. Doran.
- Timothy Glynn.
- Jell Saling.
- Thomas Cullinan.
- Oscar Johnson.
- Thomas Wall.
- Chris Johnson.
- W. A. Dahlstrom.
- O. A. Anderson.
- W. H. Warner.
- Geo. Eggert.

The last two, Warner and Eggert, are not yet buried, but as they appear to have no friends, and no money or anything was found as belonging to them. They will likely be interred in the Dyea cemetery, by Undertaker Hart, who says he will see they are given a Christian burial. They are now lying at his undertaking rooms.

Form of Death Certificate.

SHEEP CAMP, Alaska, April 4, 1898.

To whom it may concern:
Health officers, transportation companies, etc.: In the absence of a notary, public, coroner, or health officer in this camp, we, the undersigned hereby certify that _____ was killed by a snow slide at the foot of Chilkoot pass, on the third day of April, 1898.

Signed and sealed by

- J. A. Cleveland, Chairman.
- J. E. Maples, M. D.
- C. W. Young.
- John W. Nee.
- C. F. Wilks.
- C. Derchmiller.
- H. L. Zimerly.

Citizens' and Miners' Committee.

Stickeen Railroad Stopped.

The Mackenzie-Mann project to build a railroad on the Stickeen route, has come to a sudden stop. By a vote of 52 to 14 the Dominion parliament has vetoed the land grab. For the present, at least, a Canadian railway over an all-Canadian route looks like a very unlikely proposition. As THE TRAIL has often predicted, Dyea will get the first railroad to the gold fields.

THE ELITE
First St. near Main.

The finest cigars and liquors only kept.

...GIVE US A CALL...

FARRELL'S

CLOTHING,
DRY GOODS,
STATIONERY

999 River Street.

FARRELL'S

Midway Saloon

Wines Liquor

Cigars.

Best of service
Guaranteed,

CORNER RIVER and 7th STREET.

THE WAR CLOUD.

In the States every matter of interest is overshadowed by the questions involved in dealing with Spain, Cuba and the destruction of the battleship *Main*. Party politics, the money question and the tariff are wholly forgotten or ignored. Everyone realizes that the country is on the brink of a foreign war. The country is ready for hostilities to commence and should war result from the present complications with Spain, President McKinley and his administration will receive the unanimous support of the people throughout the Union. Even Wall street the great financial center of the country, is awed into quiescence by the evident earnestness of the mass of the people. That Cuba shall become a free and independent country is the universal wish of the American people.

Should war occur between the United States and Spain there is little fear of any European government taking an active part in aid of Spain—the cost to them would be too tremendous. Although the German emperor undoubtedly would like to play that role. The Austrian government unquestionably sympathizes with Spain, the queen regent of the delta country, being a daughter of one of the Austrian royal family. Money investments in Spanish bonds causes the financial influences of France to side with the Spanish; but the ever-possible presence of the daring Yankee privateer who would sweep the commerce of any nation from the seas, will restrain every other nation from armed intervention. Spain and the United States are two of the great nations who did not agree to the convention for the prohibition of privateering.

Card of Thanks.

I desire to express through the columns of *THE TRAIL* my sincere thanks to the many friends who during my beloved son's lingering sickness, indicating their sympathy in so many ways, and who so kindly assisted in making his last days (in this "far-away country" as he called it during his last hours) as comfortable as possible. Especially do I wish to extend the warmest gratitude of an afflicted father to Mrs. B. W. Leavens, Mrs. Doll, Miss Snell, Mr. S. L. Keller, and to Doctor E. L. Reyber our physician, in his untiring efforts to counteract the disease, and save our dear boy to his friends and loved brothers and sisters. To one and all who assisted in the last sad rites, I extend my thanks. Truly in this land of strangers it is bread upon the waters But—

"Cast thy bread upon the waters
You who have abundant store;
It may float on many a billow,
It may strand on many a shore.
You may think it lost forever;
But as sure as God is true,
In this life, or in the other,
It will yet return to you."

C. E. PACKARD.

This season will demonstrate to the gold-seekers of Alaska that Dyea is the logical place for miners to procure their outfits. The next season will place Seattle and other Sound points in the same position in furnishing outfits now held by San Francisco and Portland. There is about as much sense and economy in miners outfitting for their Alaska trip in New York or Chicago, as at a point eight hundred miles away from their actual starting point. Dyea should thoroughly advertise her advantages as the point for outfitting.

The Dyea Trading Co. are constantly receiving new goods, and their clerks are kept busy day and night packing up outfits.

SEATTLE GLIPPER

We will take your orders for Horses, merchandise or any kind of goods; purchase them for you below and deliver to you promptly and save you money and annoyance.

LINE

Controlling spacious bark *Mercury*, *Camden* and *Columbia*, also the mammoth barges *Ajax*, *Bjax*, *Cjax*, *Djax* and *Ejax*, also handling freight for various other lines of ships.

Main Office and Warehouse, Cor. First and Scow Sts., DYEA, ALASKA....

E. W. JOHNSTON
Manager

Dyea and Yukon Transportation Company.

DR. J. A. CLEVELAND PROP.

Goods shipped to all points between Dyea and the Lakes.

DYEA BREWING COMPANY

The Largest Brewing Establishment in Alaska
Broadway. B. RUEBEN, Manager.

C. W. YOUNG FREIGHTING AND TRADING COMPANY

CONTROLLING THE OLD ESTABLISHED AND ORIGINAL
BURN'S PACK TRAIN AND
SUMMIT AERIAL TRAMWAY

ARCHIE BURNS, Manager

Hotel Northern
Bar and Lodging.

MAIN STREET. near the landing.

The finest Wines, Liquors
and cigars Clean, Comfortable Lodgings.

WEISMAN & ANHALT Props.

PHIL. ANHALT,
Real Estate.

Most desirable resident and business property in the city.

C. W. YOUNG

DEALER IN

Hardware and Building Material.
Brushes, Paints, Oils and Glass.
Iron, Steel and Ship Chandlery.
Cooking Stoves, Ranges,
Yukon Stoves and

MINERS * COMPLETE * OUTFITS

BRANCH HOUSE
SHEEP CAMP.

MAIN STREET, DYEA.

THE HUMOR OF IT.

A Wagon-Road Advertisement Through which a Coach and Four Might be Driven.

The Skaguay scheme of catching the poor Klondiker—that is to say, the Brackett wagon road, is being advertised below quite extensively, in an effort to counteract the grand rush for the only trail over which it is possible to go without spending a fortune and wasting a lifetime. The Humbert Yukon Transportation Company is doing the advertising now, to sort of shift a little of the burden from the wagon-road company's shoulders. The Humbert company is the farcial affair which made itself the laughing stock of the country, and wasted many thousands of dollars by attempting to take an expedition over the Dalton trail early last winter. Failing there, what was left from the wreck was transferred to Skaguay, and there it is now, exploiting itself as the tail of the Brackett kite. The Humbert concern has a large display advertisement in the Puget Sound papers telling how it can send freight over the "great Brackett wagon-road" from Skaguay to Lake Bennett, in five days and then in large black types asks the unwary Klondiker to read the following contract:

READ THIS CONTRACT.

BILL OF LADING.

HUMBERT-YUKON TRANSPORTATION CO.

SKAGUAY TO LAKE BENNETT.

Bill of Lading, No. —

Received from —

The property described below, in apparent good order, except as noted, (contents and conditions of contents of packages unknown), marked, consigned and destined as indicated below, which said company agrees to carry from Skaguay to Lake Bennett and guarantees to deliver the same at Lake Bennett within five days from the date of the delivery to and receipt of the same by said company at Skaguay, unless delayed by fire, floods, storms, destruction of the road or any part thereof, or by riots, mobs, strikes, stoppage of labor or other labor disturbances. It is mutually agreed in consideration of the rate of freight hereinafter named that any service to be performed hereunder shall be subject to all the conditions of this company's published freight tariffs, and to all the conditions, whether printed or written, herein contained, and which are hereby agreed to by the shipper and by him accepted for himself and his assigns as just and reasonable.

The strange thing is that any man would sign such a contract. Ordinarily, on a railroad or steamship line, such a bill of lading is safe enough; but on the alleged Skaguay route, which is no route at all, but merely a trail of travail, untold hardship and disappointment, it is a snare in which no sane man should be caught. When a man consigns his goods to such a contract he simply is in luck if he ever sees them again. And if he is green enough to do it he doesn't deserve it.

Alaska is a land of great opportunities, possessing a wealth of resources which can and will in the near future form the basis of support of hundreds of thousands of men and women. Those opportunities offer such a wide field for industry, enterprise and capital that they can be briefly outlined. Mining will continue to be the great industry. Alaska is very properly known as the poor man's mining country, because it is the poor man who first penetrated the great Yukon basin and dug for himself the gold that nature has there bestowed so lavishly. What a few hundred men have done in the past, thousands and tens of thousands will do in the future.



**ARIZONA
PACK
TRAIN.**



**LOG CABIN
SALOON AND LODGING**

MAIN STREET, NEAR FIRST.

Everything Strictly First-class.

J. S. HARRISON,
Prop.

HOTEL ELDORADO

SHEEP CAMP, ALASKA.

FIRST CLASS RESTAURANT
IN ONNECTION. HEAD-
QUARTERS FOR PACKERS

J. D. JOURDEN

JOHN F. CULVER.

...UNDERTAKER...

AND EMBALMER

Twelfth and First Streets, opp.
Chilcoot Hotel.

Vogee

SIGN PAINTING

HOUSE PAINTING

PAPER HANGING

Satisfaction Guaranteed

River Street, Near Healy & Wilson's

The Dew Drop Inn

RIVER ST.—UP TOWN.

First class liquors and cigars.
Concerts and Dancing Every
Night. Cafe open day and
Night.

E. Hasselbusch,
Proprietor

PUBLIC HOSPITAL.

Main St. Opposite St. Michaels Hotel.

Private Rooms. Warm Comfortable Rooms, Good Beds, Trained Nurses, Best of Care Given, Moderate Prices, Good Substantial Building.

Special Invitation Extended to Physicians With Patients.

J. S. LE PARD, M. D. } PROPRIETORS
W. B. PARSONS, M. D. }

LA MOTTE'S

RESTAURANT AND

GRILL ROOM

River Street, between Nineteenth & Twentieth Sts.

We serve only the best of everything and
OUR COFFEE CANNOT BE EX-
CELLED

The neatest and cleanest place in town
Our tables are always supplied with
all the delicacies of the season.

DINNER FROM 12 M. TO 7.30 P. M.— M A LA MOTTE.
MEALS SERVED AT ALL HOURS Proprietor

VINING & WILKES

FREIGHTERS AND FORWARDERS

..... CONTRACTORS FOR.....

Handling all of the PACIFIC COAST STEAMSHIP COM-
PANY'S freight landed at Dyea.

Office and Warehouse, foot of West Street.

THE PALACE HOTEL.

Main Street, near the Landing.

First class in Every Respect

TABLE SUPPLIED WITH THE BEST, FIRST CLASS ROOMS. ALL
MODERN CONVENIENCES. DORMITORY ON HIRD FLOOR.

ROBT L. PURVIS, PROP.

DECKER BROS

Dealer in

General Merchandise, Hardware, Yukon Cloth-
ing. The Best and Freshest Groceries a
Specialty

WONDER HOTEL

Best beds in the city. Popular Prices. All kinds of
Refreshments. Fancy drinks. Fine brands of ci-
gars and tobaccos. First class cafe in connection.

★★★★

MAIN STREET, NEAR FIRST,
DYEALASKA

SOLOMONSON & CO. PROPS
GEO. MARKS, CHIEF CLERK

A Worthy Citizen.

Among those large generous hearted argonauts that were located at Sheep Camp, when the awful avalanche, that took half a hundred lives, occurred on Sunday last was Dr. J. E. Maples, who at once, in the cause of humanity, placed his skill and medicines at the cause of those who were fortunate enough to be taken out alive and needed medical skill to maintain what little life remained within them. The Doctor was also selected by the citizens of Sheep Camp as one of a committee to look after the bodies of those taken out from beneath the snow, and so well did he do his duty that all relatives and friends of those who lost their lives in the awful calamity, will bless him when they learn how carefully he and his fellow-committeemen looked after the dead, who were thousands of miles from home and loved ones.

The Postoffice.

Postal Inspector John P. Clum has been busy for some days overhauling the Dyea postoffice. Many desired changes will be made in the service, as Mr. Clum has authority to inaugurate any improvements his judgement dictates. A system of lock boxes will be installed and the force of the office increased, so that mail can be handled expeditiously. The people of Dyea may congratulate themselves upon the good fortune of a visit from Inspector Clum.

A Heavy Sack.

James O'Brien arrived from Dawson on Friday with 104 pounds of gold dust, consigned to the American National Bank of Helena, Mont., by the North American Trading and Transportation Company.

Reindeer Dying

Reports from Pyramid Harbor are to the effect that the Government reindeer are dying off very rapidly for lack of proper food. It is said they are going at the rate of five or six per day.

Captain Ray Arrives.

Captain Ray, of the U. S. Army, stationed at Fort Yukon, arrived at Dyea on Friday. He had the pleasure of viewing the greater part of the relief expedition, which he believed necessary to prevent starvation in the Klondike.

Probably over five hundred Elks have passed over the summitt but not one of them was unfortunate enough to be caught in the snow avalanche at Stone House.

Dr. J. A. Cleveland was one of the most indefatigable workers of the rescue party who devoted his energies and money to the noble cause.

Nelson Bennett, manager of the Chilkoot Tramway Co., devoted his entire time to the rescue. He detailed all the forces of the company for work day and night, and has hired a gang of men to push the work of recovering any more bodies that may remain in the mass of snow.

HOTEL CHILKOOT

River St., above Nineteenth.
THE LEADING HOTEL IN THE CITY.

First class rooms. The table supplied with the best the markets afford. Centrally located on the direct trail to and from the interior.

D. H. McDONALD, Manager. SHALLCROSS, MACAULAY & CO Proprietors.

TAKE A BATH

AT THE
S. A. & M. HOT BATHS
Hot Baths, 50 cents; Shaving, 25 cents; Hair-cutting, 50 cents.
Opposite Hotel Chilkoot, River St.
Four chairs, expert workmen and all the conveniences of a first class modern barbering institution. Finest Barber Shop in Alaska.

C. C. CULTER
Attorney At Law

LAND CASES A SPECIALTY.
OFFICE:—Near U. S. Commissioner's Court

The
HOTEL MASCOTTE

.....SHEEP CAMP.....
Always Open

HAMMOND & WILLIAMSON,
PROPS

Dyea Land Company

F. H. BROWNING, Manager
Real Estate Bought Sold and Exchanged.
Correspondance Solicited.

F. E. FULLER

ATTORNEY-AT-LAW.
Office at Decker Bros.—Up Stairs.

R. C. Forbes

PIONEER DRUGGIST
WHOLESALE and RETAIL

One Block above Healy & Wilson's.

Ernest L. Reyber

PHYSICIAN AND SURGEON.

Female and Chronic Cases a Specialt

Prescriptions carefully Compounded.
corner Fourth and Main Sts

FUNERAL DIRECTOR

—and—
Embalmer

F. W. Hart, cor. Third & West Sts

Dyea Trading Co,
WHOLESALE
AND RETAIL

Merchants and Outfitters

Largest and most complete stock in the line of Groceries, Drygoods, Hats, Caps, Boots, Shoes, Hardware, Doors, Sash, Windows, Sledges, Lamps, Stationery, Crockery and all kinds of Fancy Goods in the city. Remember another thing: Our stock of Goods is not only the Largest, but our prices are Reasonable.

We make a specialty of

YUKON OUTFITS

MAIN STREET, NEAR FIRST

THE DOMINION

— River Street. —

Grand Concerts Every Evening. A First Class Orchestra. The Choices Brands of Liquors and Cigars. Cafe in Connection. The Key of the Place Has Been Lost

BAILEY'S HOTEL.

Next door to Cavanaugh's Dyea Hotel.

One of the Largest and Most Com
modious Hotels in the City.

EDWARD BAILEY, M. D. & WESLEY WOODS, Props

GLACIER HOTEL

.... Next Door to Pacific Coast Steamship Company's Yards.

GOOD COMFORTABLE ROOMS AND BEDS
FIRST CLASS CAFE IN CONNECTION

FIRST CLASS SAMPLE ROOM

STETSON & HAWKINS, PROPS

KAUFMAN BROS.

JUNEAU,
ALASKA

The best equipped Dry Goods and
Clothing establishment in Alaska

pecialty Yukon clothing at prices equally as low as any house on the Pacific coast.

MINER'S RESTAURANT

Hotel and Lodging House.

The most convenient place
to stop at in Dyea.

GEN'L TOM FLYNN and
McLENNAN BROS. Prop's

IN MEMORIAM.

Wilbert Garfield Packard, aged seven-teen years, beloved son of Mr. and Mrs. C. E. Packard died Sabbath morning, April 3d, of cerebro-spinal meningitis after a lingering illness of five weeks.

Wilbert drove his father's team to Sheep Camp on February 28th. Enveloped in his big fur coat, he unloaded his sleighs and throwing open his coat, made it possible for the cold, cutting wind from the Chilkoot mountain to find its way to his young blood, and, as he turned his horses homeward, he little thought it was his last trip over the trail he had learned to love, and that his life's work was finished; but such it proved to be, for on his way back he was stricken with a chill, and when he reached home we knew that we had cause for alarm, and from that moment everything that loving hands and the best of medical skill could do was done for his recovery, but without avail, and Easter morning, April 3d, his tired, fluttering heart refused to do its work, and so peaceful and quiet was it, that we scarcely knew that his spirit had left the body and gone to swell the great chorus of hosannas to a Risen Christ.

His inflamed brain during a portion of his long sickness, made him unconscious of his suffering; but during all his illness he was the same quiet, gentle, uncomplaining boy of old. During the last day and night his mind was clear and his last hours were especially happy ones. Friends and neighbors said the last sad rites, and laid him away to rest.

We buried him Monday morning at 11 o'clock. It was fitting that he be buried in the morning when the sunshine was shedding its rays over the valley and on the mountain top, for his life was one of sunshine to all around him. So we laid him away to rest in the valley, between the snow-capped mountains—for high up the mountains spoke of a mantle of purity, and the gentle south breeze had dispelled the snow far up the valley, and here and there an opening bud tells of the life beyond.

So we laid him away to rest in the morning sunshine in the valley, when the buds were opening to a new life, and the south breeze pushes back the chill of the summit winds, and his spirit has gone to our God who gave it.

C. E. P.

The Avalanche.

The terrible catastrophe near the summit of Chilkoot pass on Sunday last, is a subject which the editor of THE TRAIL would fain have others write of. It was simply awful. In no way we can now think of is there any consolation to be found for this indescribable horror. Nearly a hundred brave spirits were crushed to death without the slightest warning. It is the saddest incident in the history of Alaska, and a whole world will stand aghast as the death-roll is tallied off. In every city, town, village and hamlet in the land will the names of the dead be awaited in agony, for fear that some loved one may be in that awful list, and many an eye will be transfixed with horror as it gazes upon the page that tells of the fearful fate of the lad who left home but a short time since with a heart full of hope and courage to win fortune in the gold fields. It is painful to ponder upon the cruelty of this most fearful casualty. It is tragic in its every respect, and it is with feelings of relief that we quit the theme for the time being.

Funeral Notice.

Wilbert Garfield Packard, beloved son of Mr. and Mrs. Charles E. Packard, died Sunday morning, aged seventeen.

Buried from his residence, corner of Main and Third streets, on Monday, April 4, 1898.

Los Angeles and California papers please copy.

The Chilkoot Trading Co. continues to do an enormous amount of outfitting business.

E AZALAY

AUCTIONEER and GENERAL AGENT of

DYEA MERCANTILE CO.

.....Opposite Post Office.

Palace Hotel
Sample Room

Adjoining Hotel.

LEVE BALMER

Manager.

Whipple
Restaurant

Main street, next door to Stokes Bros.

Meals at all hours—Special Dinner every day. The best of everything the market affords.

A. W. GALE

Attorney At Law

Will Practice in all courts of Alaska.

Luke McGrath,

GENERAL BLACKSMITHING,
HORSESHOEING CREEPERS
MADE TO ORDER.

SHOP: Cor. Nineteenth and River Streets

R. D. WELDON

ATTORNEY AT LAW

Office in U. S. Commissioner's
..... Office.....

Stenographer in Office.

Sragit Saioon
AND Restaurant

RIVER STREET, (UP TOWN)

Meals at all hours.. The choicest LIQUORS and CIGARS.

BAILY & ALGER, Managers.

Edward L. Ensel.

Mines Bought and Sold.

Properties examined and reports made.

Office: Cor. 4th and Main St., Dyea, Alaska

E. McENANY,

Attorney at law

Main Street.

DR. J. H. WEBSTER,

DENTIST.

ALL WORK GUARANTEED.

Office First street, bet. Main & Broadway.

The F. W. HART FURNITURE
and MATTRESS CO.

HEADQUARTERS FOR

Bedroom suits, Chairs, Bedsteads, Mattresses, Carpets, Stoves, Wall Paper, and house furnishings complete. We manufacture Woven Wire top and spring mattresses of all kinds and sell a mattress for a dollar and a half, which costs you three dollars and seventy-five cents to bring from Seattle. STORES FOR SALE OR RENT.

CORNER WEST AND THIRD ST.

DYEA

STOKES BROS

Corner 2nd and Main St

Provisions, Clothing, Merchandise. Miners complete outfits.

Alaska - Cigar - Co.

CORNER MAIN AND THIRD STS, DYEA, ALASKA

COL. CHAS. REICHENBACH, MANAGERS
BARNEY LEVY.

.... WHOLESALE AND RETAIL DEALERS IN....
CIGARS TOBACCOS and PIPES

...REAL ESTATE AND LOANS...

Bargains in Real Estate Always on Hand.

DYEA HOTEL

First - Class - Cafe - in - Connection

Dance Hall, Full
Orchestra and Bar.

Office of the celebrated Colorado Pack Train. Lost or damaged freight replaced

Freight taken in any quantity to canyon city or Sheep camp, and rapid transportation guaranteed.

THE CURTAIN NEVER RINGS DOWN

N. W. TOKLAS & CO

DEALERS IN CLOTHING, BOOTS,
SHOES, AND RUBBER GOODS OF
ALL KINDS.

YUKON OUT-
FITTING A
SPECIALTY

BROADWAY. Between FIRST AND SECOND STREETS