

DIRECT FROM DAWSON CITY

Eleven Men Reach Seattle Yesterday From Dawson With Two Hundred thousand.

The Wealthiest Party That Has Arrived from the Interior for Several Months.

Seattle, March 13.—The steamer Humboldt, Captain Samuel Bonifacio, arrived in port this morning after a round trip to Alaska of only nine and a half days, of which one was lost while waiting for the tide.

She brings eleven passengers from Dawson and over \$200,000 in gold dust and drafts.

The Dawson men are two gentlemen named Savage and E. J. McCormack, J. S. Mason, A. Bartlett, W. H. Kierman and N. E. Peters.

In their pockets these men have drafts aggregating a sum over \$100,000, while the purser of the Humboldt was entrusted with \$40,000 more of the same kind.

Chris Sold, one of the Dawson men on the Humboldt, is a resident of Coquitla, B. C., and was in the Yukon country on May 17 last. He left Dawson on February 7, in company with Wm. J. Pierce, R. C. and Wm. Kierman, of Milwaukee, Wisconsin.

March 4, at 2 o'clock in the afternoon, having experienced some very cold weather and many hardships on the route.

During his sojourn in Alaska, Mr. Sold has worked on different claims, but a building cabin for an ounce of gold a day.

He worked for Captain Ellis on El Dorado, No. 12, fifty days and received \$650. He states that he now has a half interest in a claim on Old Gold creek near the mouth of the river. He had the whole claim, but sold a half interest in it to a man who has a claim on Vanderbilt creek, sixteen miles above his mouth, and another half interest in an Old Gold creek claim.

Old Gold creek flows into the Klondike, and Vanderbilt is a tributary to Old Gold creek. The latter, as you know, comes into the Klondike about fifty-three miles from its mouth.

Claims on these creeks are in demand at from \$6,000 to \$25,000. He got about \$10,000 for the interest in the claim on Old Gold creek, but his men had not got down to pay when he was taken to jail.

He is in partnership with a man named Chate, of Minneapolis, who claims to have been formerly general manager for the A. T. & T. Company. He will return about April 10.

"It is a shame of this country," he said, "that the Mounted Police are permitted to exact such exorbitant duties from the Americans who pay at the British border, and he thinks it is only due to force Americans to outfit in Victoria."

His party had about \$35,000, many of them only bringing out what they needed. He says the miners at Dawson want \$5,000 in gold dust for a \$5,000 check, and this deters men from coming to the Yukon. He says the weight of the gold makes it preferable for them to bring out their money in the form of gold dust.

He, E. Peters, of Mulberry, Ind., was also a passenger on the Humboldt. He has three claims on the Yukon coast and the interior of Alaska. He was a watchmaker and jeweler in Indiana, but went to Alaska with the Humboldt.

He has three claims and says the country is fabulously rich.

He was accompanied out by Thomas Elliott, of Canada, and Thomas Graham, both of whom came down on the Humboldt.

BURNED AT SKAGWAY

After a Series of Misadventures the Wrecking Steamer Whitelaw's Crew Lost Their Kits and Clothes.

The steamer Whitelaw, the big San Francisco wrecker, who such a unique yet picturesque appearance has passed away on Sunday last, after a voyage of some days, being burned right down to her keel.

This ended the first and only Klondike voyage of the famous wrecker, which was on February 17th last that she took her old avocation of raising wrecks and salvaging cargoes. Her portions of the wrecked ships from the graveyards of the Pacific had started her voyage to the Pacific at the head of Lynn Canal. After leaving San Francisco she had a comparatively good voyage, devoid of incident, until reaching Wrangell narrows. Then her troubles began, and they came so thick and fast that none of her crew or passengers can dispel the belief that there was a Jonah on board.

When nearing Juneau, just below Sheep creek, she again grounded. She was proceeding under way, feeling her way through the dense fog, when the passengers and herbs they found that she had run her nose high and dry on the beach. Low tide left the entire hull of the vessel high and dry and an examination showed that she had lost her keel when aground in Wrangell narrows. Repeated efforts were made to float the vessel, but it was not until high tide that these efforts were crowned with success.

The following day she reached Skagway and proceeded to load her passengers and heavy wind was prevailing, however, and she was compelled to remain at anchor in the bay until the next day. On the afternoon of that day, Friday last, smoke was discovered issuing from the hatch and on examination it was found that her cargo had taken fire. The ship had seemingly been damped, and having agitated during the voyage, when Captain Lockart at once piped all his crew on deck and they began to fight the flames. Efforts were made to stifle her, but she went, filling rapidly enough, or from some other cause, the plan was changed and she was driven under full steam on the beach. Then the fire extinguishing apparatus of

the ship was called into play, and many streams were played on the fire from the hatches. The crew, aided by several of the passengers, fought the flames manfully. About 2 o'clock on Saturday morning the cargo burst into flames and a vast sheet of fire swept up from the hatches. The flames lit up the whole harbor, starting the fire on the steamer Pulkana, which vessel brought the news of the disaster to Victoria.

Captain Lockart, although on the deck, saw the facility of continuing the fight and the danger of remaining, so they at once moved forward and dropping over the bow on to the muddy-beach fled from the burning ship. At 6 o'clock in the morning the ship was a mass of flame and one by one the spars dropped. A few hours later, where but a short time ago there stood a good ship, there were but a few charred spars and embers lying on a sadly obliterated portion of her lower hull. The crew lost all their clothes, kit and effects in the fire and a number of the passengers are without outfit in consequence of the fire.

A portion of the cargo had been landed before the fire broke out, but a number of men, the whole of the crew, were saved.

FROM SILVER CENTRES. Mayor Atherton and Solicitor Grimmett Speak of the Slocan District.

In conversation with Mayor Atherton and City Solicitor Grimmett, of Sandon, last evening, some interesting information was obtained by the Times as to the present position of the Slocan district. One of the most important of the requests for information are instructed to lay before the government is that for an appropriation for the construction of roads and trails.

Altho the Slocan district has contributed to the provincial revenue about \$40,000, the returns received have been practically all the result of the sale of the railway map of the numerous mines, which are at present inaccessible. Another point sought to be gained by the department is the securing of grants directly to the city. A grant was made last year of \$8,000 for the building of a jail, which has never been used, and the city now ask that this sum shall be turned over to them, or that a similar grant be made to them for the same purpose.

Increased appropriations will also be asked for school purposes. The amount received annually at present is the sum of \$40 a year, which is entirely inadequate for education. Assistance will be asked for the fire department and for the establishment of a voluntary organization. Modern appliances are required. Another point which will be brought to the attention of the government is of considerable importance to the future of Sandon, Carpenters creek, which runs through the city, although not a navigable stream, would furnish means for the solution of the sewerage problem, and the power to so use it will be asked. Representation will be made to the government for the purchase of the Slocan district, and the power to so use it will be asked. Representation will be made to the government for the purchase of the Slocan district, and the power to so use it will be asked.

LAW INTELLIGENCE

The full court this morning delivered judgment in the case of the Railway Company, an appeal from the Chief Justice. The court said that the general result of the cases in that court had jurisdiction in any case of mistake which had been proved to exist, and that the court was not bound to exercise their discretion and grant a writ of certiorari, and that the court was not bound to exercise their discretion and grant a writ of certiorari, and that the court was not bound to exercise their discretion and grant a writ of certiorari.

The reservation contained in the deed, not allowed to the evidence, and there is no evidence that these reservations were part of the instructions given by Mr. Justice to the jury. The court is willing to accept a deed simply reserving the minerals, and the court is willing to accept a deed simply reserving the minerals, and the court is willing to accept a deed simply reserving the minerals.

The argument in Gordon vs. Victoria will be concluded this afternoon.

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The four which sailed yesterday were the steamers Centennial, Danube, Tees and Navarro, the latter being a small steam schooner of 1200 tons, and the Centennial sailed early last evening with 123 passengers, 160 tons of freight, 22 horses and 25 dogs.

The Danube and Tees, both purchased by the Dominion and West, sailed early last evening for Wrangell, Juneau, Dyea and Skagway. All these miners outfitting in Victoria. At Vancouver over 1000 passengers were waiting for the steamer of the United States and Canada will embark, bringing the passenger list up to nearly 350. The Centennial will be followed by the Danube and Tees, fully loaded. The Danube had 200 passengers and the Tees about 100. Nearly all the passengers on both these vessels are those who are outfitting in this city.

The Danube carried the material for three stern wheel steamers to be built at the mill site at present an active steam navigation company. The Tees carried about 60 empty casks to be filled with oil at Skidgate, and brought to the mill site at present an active steam navigation company.

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TO HIS LAST REST

The Remains of the Late Chief Justice Daye Borne to the Grave With Every Honor.

The Citizens Pay Their Last Tribute of Respect to the Deceased.

From Friday's Daily.

In fine weather, thousands of citizens assembled this forenoon to witness the funeral obsequies of the late Hon. Theodore Davie, Chief Justice of British Columbia, whose remains were today buried in the Victoria cemetery.

The announcement that the obsequies were to be public, thus affording an opportunity for the participation of the citizens, had been received with satisfaction, and the large number in attendance, the crowds which lined the entire route of the procession, and the solemnity with which the proceedings were stamped, testified to the esteem in which the deceased was held by his fellow citizens.

At the house of Mrs. A. E. B. Davie, sister-in-law of the deceased, George Road, whither the remains had been removed, the funeral cortege was assembled, and the remains were borne to the cemetery, the pallbearers forming on either side of the coffin, followed by the chief mourners, Mr. Horace Davie, brother of the deceased, Rev. Father York and Mr. F. M. York, his brothers-in-law, and his two little sons, was taken from the house to the Victoria cemetery, where the remains were interred.

The procession was most impressive, and the relatives and intimate friends of the late Chief Justice had the opportunity of viewing the remains. The casket was surrounded by the Victoria blossoms, fashioned into wreaths, crosses and many other designs, among them being a very large and beautiful one by the Chinese Benevolent Society. Shortly after half past ten, preceded by the officiating clergy, the casket was borne to the grave, and the remains were interred.

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Does it Pay to Paint?

There is nothing that adds to the selling value of the real estate value of a house like good paint—there is nothing that makes home more home-like than good paint.

It pays to paint. The better the paint, the better it pays.

THE SHERWIN-WILLIAMS PAINT

pays in the beginning because it goes so far—pays in the end because it lasts so long, and looks so well, as long as it lasts. There is no paint like it for beauty and durability, for economy and satisfaction.

Ask the dealer for it. If you would like to learn many points about painting, we'll send you an illustrated book free.

The Sherwin-Williams Co., PAINT & COLOR MAKERS, 100 Canal St., Cleveland, 27 Washington St., New York, 252 Broadway, Chicago, 21 St. Antonio St., Montreal.

Canadian Port Wine, 35c., 3 for \$1.00. California Blended, 25c. a bottle. California Blended, 35c., 3 for \$1.00. Patent Malt Extract and Vin Mariani for a spring tonic. Best Salmon, 10c. a tin, 12 for \$1.00.

DIXIE H. ROSS & CO.

COLUMBIA FLOURING MILLS CO. HUNGARIAN, PREMIER, ADAPTED FOR KLONDIKE.

R. P. RITHET & CO., Victoria, Agents.

express his thanks to Him who had elevated him. One of his many good traits was his love for his children, whom he was most anxious should receive a good education and be brought up to become good men and women. His regular attendance at church and the manner in which he performed his other religious duties, was most edifying and an example to others. In time of trouble he sought comfort in his religion, and in every way was an exemplary Christian.

At the conclusion of the service there was a short funeral service, after which the procession returned and proceeded to the cemetery, where a brief burial service was conducted.

TRIBUTES OF RESPECT. School Trustees Adjourn on Account of the Chief Justice's Death.

The board of school trustees met last evening for the first time in the council chamber of the city hall, Mr. Hayward presiding, but adjourned after routine business as a mark of respect to the memory of the late Chief Justice. Mr. C. C. Eldridge, chairman of the Vancouver school board, was present during the proceedings. The members present were: Trustees Baynes, Hall, Mrs. Jenkins, W. Marchant and R. B. McKim.