

SIXTY CABINS DESTROYED BY FIRE.

The Flames Sweep Up the Hill From the Klondike.

Many People Lost All They Had—The Flames Could Not Be Subdued—Helpless Men Watch Their Cabins Burn—Loss, \$10,000.

Sixty cabins, or thereabouts, located on the hill east of town and fronting on the Klondike, fell a prey to the flames on Wednesday afternoon, entailing a loss to the owners, most of whom could ill afford it, of probably \$10,000. It was a most unexpected catastrophe, and fell with such sudden fury that even some of the people who were home at the time were unable to make a successful defense or save the contents of their cabins.

The fire is supposed to have found its origin at the bottom of a gulch opening on the Klondike about midway between the city and the ferry at Bonanza gulch, probably as the result of someone burning a pile of brush. The surroundings being dry, it crept slowly through the moss, grass and twigs up the side of the bluff until it reached the top of the hill. There a gale of wind was blowing, and in the twinkling of an eye the creeping sparks had been fanned into flames, which darted forward with incredible speed.

The nearest residents could not at first appreciate the danger which menaced them, and no apprehension was felt until the smoke and heat of the crackling, fiery mass was felt upon their faces. Wet blankets, shovels and other implements for fighting fire were then put into use about the doomed cabins; but so fierce was the heat and so stifling the smoke that it was impossible in most instances to accomplish anything successful. Seeing the almost utter hopelessness of fighting the fast-growing flames, the people then turned in to carry away what goods they could, but probably not an instance is known where anything was saved.

In a majority of cases the cabin owners were either on the creeks or down town, and their effects were at the mercy of the fire. Many of their neighbors broke into the cabins of these and carried out a few things, but even such were generally burned up where they were placed. Absolutely nothing could be done to stay the flames. They traveled with the speed of a horse, and had a wealth of material to feed upon; and where the cabins were located back from the trail, with the fire sweeping behind and on either side, it seemed idle to attempt to save anything, as there was no place of safety at hand to put the goods.

So the fire traveled on, sweeping everything in its path, with a few marvelous exceptions, until it reached the brow of a ravine almost a mile away, and extending in width from the trail to the face of the bluff fronting on the Klondike river. Though the first wall of fire traversed this territory quickly, as described, it was many hours before the myriads of cabins and other material which fell in its way were consumed, and a huge pillar of smoke overhung the place for hours. Strangely enough, too, though the smoke could be seen plainly from town, no one here knew what was taking place till all was over.

SOME OF THE SUFFERERS.

A Nugget man followed in the wake of the flames and gathered what information was possible concerning the sufferers and their losses; but as a majority of them were out on the creeks and so few people knew their neighbors, it was impossible to get the names of more than half.

The first sufferers were a party consisting of Fred B. Cahoon, W. J. Akers, J. T. Geoghegan, Thomas Shea and W. T. Hayward, whose cabin marked the commencement of the losses on the main trail. Besides their cabin they lost fully 1000 pounds of provisions and much of their household furnishings.

William Dick, the next sufferer in line, was absent at the time and only a little of his property was carried from the cabin by the neighbors before it was doomed.

Mr. Peterson, his neighbor, lost nearly everything, as did Mr. Stewart.

The cabin of Wm. R. McCarthy, Fred Bassett and J. V. Bursick fell next, together with a part of the contents which the neighbors had not time to save.

Donovan and Fitzgerald occupied the next cabin in order and Messrs. Bagley and McNaughton the next two, and all of these suffered partial losses on their goods besides their homes.

T. Buckinger, J. G. Kurtz and A. Durlig, owners of the next cabin were away from home and they lost everything.

R. S. Woodland owned the first cabin there. He was away at the time, but neighbors were able to save most of the contents of his cabin before it took fire.

Charles Wilkinson and Carl Endren, his neighbors, lost their cabin but saved its contents.

Albert Levitt and G. H. Locke both lost their cabins, but saved most of their goods.

Mrs. H. A. Cranston, a near neighbor, was one of the fortunate ones whose cabins were saved from the general fate. It was on fire several times, being surrounded by flames, but was saved by the good work of neighbors.

G. M. Rivers, whose cabin came next, was a heavy loser, the fire destroying everything he had there, including 1000 pounds of provisions, a lot of new clothing, furs, a kit of carpenter's tools, etc. He was expecting to go outside soon.

The cabin of Burglar-Pugilist Moss, close by and empty, was destroyed.

Dr. Winters and Mr. Balboni lost their cabin with all its contents.

James De Army saved his fine double cabin, though it was burned through at one end.

A party consisting of Messrs. Campbell, Quinn and McCrimmon lost their cabin and part of their provisions.

William Heffren was absent and lost his all. The cabin belonging to and formerly occupied by the late Mr. Oxy, whose death occurred last week, was destroyed, together with its contents.

Messrs. Murphy and Stacey were also among the sufferers, and two Germans, who were away and whose names could not be ascertained from the neighbors, lost everything. Fate is particularly unkind to these two, as their cabin had been twice robbed during the winter, presumably by their hardy little neighbor, Billy Moss.

DOINGS ON THE YUKON.

Donville's Passengers Brought In By the Bonanza King.

The steamer Seattle No. 3, of the S.-Y. T. Co., left on Monday night for St. Michael. Her passenger list consisted of just 100 persons, most of them bound for Cape Nome. The trip was arranged rather hurriedly with but a short time for advertising, hence the large passenger list is a high compliment to the hustling qualities of Agent Arnold. Besides those billed to intermediate points, the following were ticketed through to St. Michael or Seattle: John Williams, J. Harkin, E. A. Brown, A. Pascoe, Charles Kakeldy, Joseph Cooney, Chris Hamhouse, B. F. Fridgeon, Orris Oliver, P. S. Anderson, Robert Brown, Emil Jensen, T. Elliott, Reginald Turner, John Bell, F. E. Bowers, Joe Kiefer, Dr. Green, W. W. Bragg, Thomas Milnea, Otto Johnson, A. E. McReady, James McQuade, J. Rogan, C. S. C. Rogers, John Johnson, A. Olson, J. D. Mastindale, L. W. Silber, M. Kerby, E. Hill, E. Johnson, J. R. Parrish, S. Temby, J. Arney, E. Budderworth, J. Wakeley, D. C. Vinis, L. Chioisti, A. Wiggs, J. B. Watson, B. S. Miller, T. L. Welty, T. M. Warner, K. S. Rids, Herman Messinger, Joel Hewitt, J. Liska, J. W. Grosseup, G. T. E. Henrichson, E. H. Waters, D. J. Sullivan, R. Osmanson, P. G. Halberg, Dr. DuPay, A. A. Bernett, W. F. Stackler, Charles Edwards, A. R. Sanderson, A. D. McCreery, J. W. Bunn, A. R. McCreery, J. Walsh, H. Anderson, H. La Rose, C. Scherding, H. Lange, W. Smethurst, J. Leland, J. Rafferty, D. Stevenson, T. Cherry, A. Craig, W. R. Smith, J. Modes, P. F. Kelly, Harold Laggard, Oliver Larsos, M. C. Ford, Fay Delzine, F. E. Wortke, R. J. McArthur, P. Stoll, W. Smith, J. P. McGraw, M. J. O'Brien, Harry B. Matchett, C. Bauer and R. E. Deutcherland.

The steamer Merwin departed Monday for White Horse rapids. There was a goodly passenger list, many being ticketed for Stewart, White river and other near-by points. Those going clear through and intending to continue to the outside are: J. L. Hanley, G. Warden, F. G. Fortner, W. Honeywell, E. Morse, S. B. Sann, C. E. Benjamin, J. T. Poslon, C. E. Wordon, R. J. Dunn, W. S. Mills, J. P. Hulcher, M. B. Lester, Miss McDough, A. Hughes, Pat Rooney, J. Leonard, F. C. Fortner and F. C. Robin.

The steamer Rideout went through the formality of a sale on Monday and has been transferred to a Canadian bottom in order to enable her to travel on the up-river route. She left on Wednesday for White Horse rapids. The Rideout is one of the most powerful boats on the river and has an excellent record among travelers.

The Seattle, of the Empire Transportation Company, pulled out for St. Michael on Monday with eighty-nine passengers, twenty-one of whom were bound for the new gold field at Cape Nome. The bulk of the others are ticketed to Seattle.

The steamer Bonanza King came proudly into port on Wednesday night from the foot of Lake Lebarge, thus formally opening the season's navigation from that point. Hundreds of people standing about the pier witnessed the arrival and admired the seamanship displayed by her navigator. The King started originally for White Horse rapids, but upon learning of the wreck of the Donville she immediately went to the assistance of the passengers, going to a point nearly to the upper end of the Thirty-Mile river. There she took on, besides the 28 passengers, the Donville's 70 tons of freight and 600 head of sheep, besides 4,500 pounds of fine trout and whitefish from Lake Lebarge for Mr. E. M. Port for the Dawson market, and four head of horses. At Fort Selkirk, too, she hooked on a tow in the shape of a barge of about 55,000 feet of lumber, which drew six inches more water than the King herself. This made the trip an extremely profitable one, and the genial purser, Mr. W. W. Watson, was thoroughly satisfied with himself, as he has very good reason to be. He is also proud of the fact, too, that the passengers and crew of the wrecked Donville, while speeding down the river to Dawson, adopted resolutions of gratitude to the officers and crew of the Bonanza King for the kindness and courtesies shown them, and expressing their admiration for the courage and thoughtfulness displayed by Captain James Lee in going to their assistance and for his skill in navigating the rivers. A small batch of mail was brought down by the boat. The King will leave again today (Saturday) for White Horse rapids.

One of the tiniest steamboats on the river, the Lalla Lee Collins, arrived from Chele City Wednesday, under the protection of the Victoria of the E. T. Co. She was built at Racine, Wis., and goes to the lakes as soon as her owner, J. S. Williams, arrives from the outside.

The river has been rising steadily for several days and is the highest now for the season.

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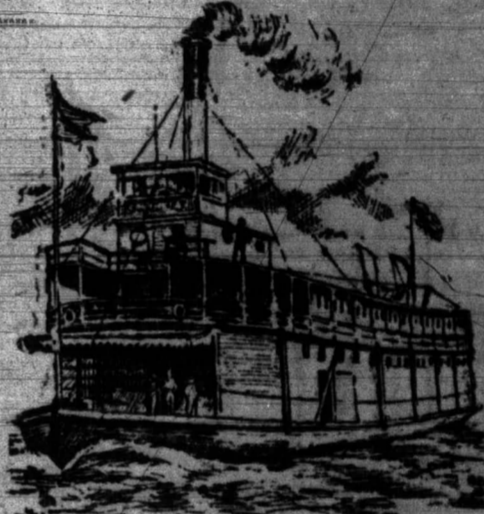
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