

A SECOND BIG NUGGET.

Skookum Gulch Produces a Thirty Ounce One of Gold—Recent Rich Discoveries.

Pathetic Shooting Fatality at Dawson City—The Situation in the Upper Yukon.

Wrangel Witnesses a Court Sensation—Feasibility of the Stikine Winter Route Demonstrated.

Dawson advises as recent as January 22, including news of the finding of a 31 ounce nugget at Skookum gulch, were received by the arrival yesterday morning of the steamer City of Seattle, just four days from the Gateway Cities of the North. The Klondikers among her passengers were five in number, including Petersen, the big Juneau trader, Harry Warren of San Francisco, John McIntyre of Fort Steele, Jack Hanley, who hails from anywhere that gold is to be found, and another who had found the Northern country unsuited to his tastes and is returning, disgusted, to the comforts of civilization. These travellers, in addition to telling of the big pick-up at Skookum Gulch and the news of increased interest in that locality, bring word that rich strikes are being made on the Big Salmon and its affluents, as well as the less satisfying information that spinal meningitis has become peculiarly prevalent at Skagway and along the trails, claiming many victims, the body of one of whom—Guy Campbell, of Tacoma—was brought down by the Seattle for burial.

The other chief item in the Seattle's news budget concerns the recent trial of a disreputable whiskey seller at Wrangel and its sensational termination, the prisoner varying the monotony of the court proceedings by whipping out his gun and winking the prosecuting witness, while the presiding judge, United States Commissioner Jackson, made a dash for his room to secure his armory. When he returned to the court room he found that the prisoner had been overpowered and disarmed, and his opportunity for revolver practice had passed—for Judge Jackson is an old Southerner who has himself had some little experience in quick shooting upon occasions, with a reputation as a man of nerve and a crack shot. The Seattle's usual spick-and-span appearance on the present trip was somewhat marred by a heavy rain of rough patching that adorned her bow like a large piece of sticking plaster, a little disagreement with the wharf at Juneau during a high wind having been responsible for a hole about the stern-line, and the temporary decoration.

GOLD FINDS CONTINUE.
A Big Nugget at Skookum Gulch and Rich Dirt on the Dawson-Fatality Trail.

Of the returning Klondikers, Hanley, Warren and McIntyre are the miners who have come out for supplies and will return North at once, having every confidence in the country and the permanency of its gold deposits. They say that the only live news from the upper Yukon during the past few weeks concerns the taking out of the second largest nugget that has yet come from the Klondike, a 31-ounce lump of gold having been recovered on Peterson's claim, Skookum gulch.

This nugget is of the usual Bonanza fineness, Skookum gulch being a tributary of this famous stream, and valued by its weight at \$475, or, when the loss of the famous old nugget—that is still the glory and the pride of the North country. Although the Peterson claim nugget is worth less than \$500, double that sum would not buy it, as the owner will preserve the chunk of gold for exhibition purposes and as an illustration of the richness of his property. Needless to say, perhaps, Skookum gulch stock has gone up several points since the big find was made.

Not only has the upper Bonanza district been returning rich dividends recently, but Hunker Creek has maintained its sensational production, and from the Big Salmon news is received of rich strikes having caused a migration in that direction. These finds have been chiefly at a point about twenty miles up stream, bedrock having been uncovered by two partners, J. B. Burnham, of Chicago, and D. McKeeber, of Toronto, at a depth of twenty-five feet. The dirt is said to run from 70 cents to \$1.35 to the pan, with very extensive deposits to work on. Provisions are still the reverse of plentiful in the Klondike district, but there is no longer any talk of starvation, the stores selling to all who apply at what are not unreasonable prices for the country and the season. The winter is proving a hard one for the Klondikers, arrivals not yet injured to the privations and conditions of the far northern mining field, and the hospitals at Dawson have in consequence been filled during weeks past with fever and scurvy patients, few of whom are, however, in a really critical condition.

An accident which has greatly affected the entire Northern community occurred at "the City" on the 10th of the month, whereby Mrs. Jessop, one of the first white women to accompany her husband into the country, lost her life. Mr. and Mrs. Jessop were engaged in moving from their little tent home into a cabin the head of the household had just completed, when Mrs. Jessop dropped her revolver in its case, the weapon being discharged as it struck the ground, and the bullet striking Mrs. Jessop, inflicting so serious a wound that death ensued within a few hours. The husband was prostrated by his grief, and declared that not all the gold in the country could induce him to remain where the associations would ever be so painful to him. His purposes returning to the Coast in the spring.

Petersen the trader has been so well satisfied with his Victoria stock, which he disposed of at Lake Bennett, that he is now here to duplicate his last September purchases, leaving Theodore, his partner, to look after their mining interests on the Hunker and Sulphur creeks. Like the other just arrived northerners, he had little real difficulty on the trip out, although the river was jammed and very

rough, particularly between Sixty Mile and Fort Selkirk. On the outward journey visits were paid to Judge McGuire's camp on the Little Salmon and to Administrator Walsh on the Big river, both officials with their people being found well and contented. Judge McGuire was still keeping his record of the outboard travellers, making his temporary headquarters, the total number recorded from the time of the Judge's arrival on the river to February 2, being 339. Between Dawson and Talish lake there are now all told not more than two hundred men in camp, but between Tagish and Bennett lakes possibly three times this number are awaiting more favorable weather conditions to advance with their outfit into the gold country. Burnham & McKeeber, the discoverers of the Big Salmon gold, had heard just before leaving the diggings there that two Cassiar miners had reached the Hootallings from Talish lake, having made what they believed to be several very rich finds. They were short of provisions, but were determined to suit with their discoveries, and send an Indian out for supplies.

A Great Opportunity!
We give away, absolutely free of cost, for a limited time only, The People's Common Sense Medical Adviser, by R. V. Pierce, M. D., Chief Physician to the "Medical Invalids' Hotel and Surgical Institute," book of 1008 large pages, profusely illustrated, bound in strong paper covers to any one sending 31 cents in postage stamps, to cover cost of mailing only. Over 680,000 copies of this complete family doctor book already sold in cloth binding at regular price of \$1.50. World's Dispensary Medical Association, Buffalo, N.Y.

A COURT ROOM INCIDENT.
Revolver Practice Breaks the Monotony of a Trial at Wrangel—The Popular Stikine Route.

Among the Seattle's passengers from Wrangel were C. E. Perry, construction manager for the C.P.R.; C. B. MacNeill, the solicitor for the road at Vancouver; and Rufus Sylvester, of Reid & Sylvester, Wrangel, from which firm the Canadian transcontinental line has just bought the Troup wharf and warehouses at Wrangel for a figure not far off \$12,000. It was in connection with this purchase that the Seattle's passengers were referred to, which will be extended to 600 feet in length with a width of 60 feet, and the construction of suitable sheds and storehouses, it is believed that quite sufficient accommodation will have been provided for the C.P.R. northern fleet connecting with the river boats to Telegraph Creek and Teelin lake.

Wrangel is looking, according to the returned Canadian Pacific representatives, and stores are in strong demand even now, at from \$300 to \$600 a month. The ice on the river is again in good condition for travelling, and upwards of a hundred men are daily going up the trail from Telegraph to Teelin Lake being reported in magnificent condition, and presenting neither difficulties nor dangers. All the boats from the island and along the coast are being proved, proving themselves thoroughly well adapted to the requirements of the trade upon which she has just entered. Manager John Ross, of Mann & Mackenzie, was staying at Wrangel when Mr. MacNeill left quickly, advancing his preparations for the transportation of his men and supplies to the line of the railway.

As to the sensational court incident at Wrangel, Mr. MacNeill is able to supply interesting particulars, he having been at the court room door when the shooting commenced, although he did not feel it incumbent upon him to remain and possibly be wounded, as the prisoner's pistol practice. The facts of the matter are, in brief, that a cultus white man had been arrested for supplying liquor to an Indian, and having been committed to the jail, he was taken into the court room without being searched.

During the examination of the native to whom the liquor had been supplied the prisoner grew impatient, and, drawing his revolver, fired a bullet at the Indian, the bullet going into his arm. Then the bad man turned his weapon upon the crowd and commenced firing indiscriminately, apparently with the object of clearing the room. The presiding judge, Commissioner Jackson, at the first shot dashed into his own room across the hall, to secure his own weapon, with which he returned immediately. The prisoner, who in the brief interval been secured and disarmed, however, and the court proceedings resumed, a second court was at once entered, of shooting with intent to kill, upon which he was held in \$11,000 bail. He, of course, could not find this amount, and will in consequence go to Sitka to await trial at the next general court.

In conversation subsequently the prisoner said that he had no intention of shooting the judge, but was sorry that he did not kill the — of a — he had aimed at. Judge Jackson would undoubtedly have shot the fellow from his place on the bench had he himself been armed, as is a Southerner with any amount of nerve and a reputation as a dead shot. The incident, according to Mr. MacNeill, did not seem to create any special excitement in the town except among the Indians, although as a rule lawlessness is uncommon at Wrangel. The prisoner is well known as an undesirable resident. He is dying of consumption, and did not much care whether or not his little span of existence was cut short.

Awarded Highest Honors—World's Fair, 'DR'

WILL SUE FOR DAMAGES
A Reported Combine to Buy Up All Claims of the "Corona's" Passengers.
Legal Proceedings Instituted Against Agents of the Pacific Coast Steamship Line.
The Pacific Coast Steamship Company through the wreck of the steamer Corona, have incurred what seems to be an endless amount of litigation, and if stories in circulation yesterday have any foundation the fight will be principally between them and a syndicate that is now seeking to buy up on fifty per cent. discount all claims for damages that are likely to be entered against the company. By some of the late steamers arriving from the north news was brought that a few capitalists at Skagway have combined to buy up all these claims at the rate mentioned, while on the other hand it is stated some San Franciscans are doing the same thing. It is certain, however, that all claims cannot be bought up at a discount, and one in particular will be that of Dr. Matthewsman, of Ottawa, who, with a party of four, was among the shipwrecked ones on the Corona, and who through the accident lost the whole of their supplies. Dr. Matthewsman is back in the city again, and that he appreciated the treatment accorded him in outfitting by R. P. Rithet & Co. is shown by the fact that he is again doing business with the same firm. He is leaving on the Farallon to-day or to-morrow, and although intending going through to the Yukon, will return here in the fall. He has taken proceedings against the agents of the Pacific Coast Steamship Co. for the loss he sustained through the Corona's mishap, and has retained an attorney to fight his case out in a Canadian court, where he is more likely to be received under the British flag than under the stars and stripes. The doctor claims that for two hours and more after the Corona first struck there was a chance for him to get a great deal of his supplies ashore. His canoe was on deck, and with them he could have done much effective work; but, instead, he was reminded by the captain of the ship that his place was ashore. The amount of damages which Dr. Matthewsman will claim is not known at present, but he vows that he will have justice at any price. Dr. Matthewsman when seen last evening said that \$5,000 would begin to cover the expense he has been put to through the wreck, and not a cent of that amount has been refunded to him. "I was 7:15 on Sunday morning, Jan. 22, when the Corona struck," he said, "and the morning was clear and light, and not a bit of fog was to be seen. When our party saw that the ship was stranded, one of our number waited upon the Corona until he saw the make up of the four canoes belonging to us on deck to take our personal baggage ashore. There was plenty of time before the ship sank to do this work, but the captain's answer was 'No, we will wait after that your place is ashore.' We were taken ashore, and had the satisfaction of seeing our canoes used for a different purpose, one of them being boarded by the Corona. We remained on the island until Thursday evening and were told that we should take the first boat clearing, going north or south. About 5:15 o'clock on that evening the Alki-Region south, came along and we all boarded her. Some time later the Hudson's Bay Company are J. Hickford and party of three, who will be leaving on the Teelin; J. Waters and son and R. Chadwick. The destination of all these parties is the Yukon. The ship was formerly second mate on the Dominion steamer Quadra, but believes there is more money to be made in the north than in working for the government. Still another party that is preparing to leave the Danube is O. Olin and three others from San Francisco. They have outfitted here and are going into the Yukon via the Stikine. In an interview Capt. R. M. Garrett, of the San Francisco, who is staying at the Wilson hotel, said: "I found the treatment accorded me by the Hudson's Bay Company and other merchants in town courteous in the extreme. I found also, contrary to expectations, that the hotel accommodations are ample and charges most reasonable. This is a fact I wish particularly to emphasize, as many in California are under a false impression regarding this. Another thing is that I found that I could get away from here when I desired. From my experience here to-day I find that I could leave Seattle, take the Wrangel on any day I may elect, which I could not have done were I in San Francisco. While we can get everything here needed at a less average rate than in 'Frisco and avoid duty, I also find the merchants here have a better knowledge of our needs and are not anxious to sell unsuitable articles. I reckon that we saved at least \$200 on every outfit purchased by our party in town. With my party is a gentleman who went to Seattle to outfit and was so disgusted with his treatment that he left the town and came to Victoria. A party of five whom I know discovered after outfitting at Seattle that they would have to come over to some British Columbia city and secure a miner's license, otherwise they would run the risk should they locate a claim on some northern stream, that they would be designated as Canadian territory, of being obliged to surrender all their rights to others who came along holding the necessary certificate. This I consider is a strong factor in influencing prospective miners to come here and outfit, and it is at the same time a fact that cannot be too widely known. This information I will take the trouble of circulating myself, and I will write to several parties coming this way telling them of it."

THE "CZAR" REPLEVINED.
Deputy Siddle Called In to Reclaim Possession of the Vessel for the Charterers.

SEATTLE'S COFFIN SHIP

An Unsafe, Ill-Equipped Craft With a Drunken and Blasphemous Crew.

A Passenger Tells of the Many Horrors of the Clara Nevada's Trip Northward.

Terrible Tale Told by a Man Who for Safety Transferred to the Islander.

(From the Seattle Daily Times)

The terrible story of the Clara Nevada's wreck, with the loss of some sixty lives, grows worse as more light is thrown upon the vessel's condition when she left Seattle. One hundred and fifty passengers and an immense amount of valuable merchandise left this port in an unsafe vessel and in charge of a drunken and blasphemous crew over which a brave captain, a gentlemanly purser and a refined freight clerk sought to exercise the authority granted them by law. That she ever reached her destination is one of those modern miracles which God sometimes works in spite of men's failings, avarice, incompetence and greed.

The whole story of that north-bound trip exceeds anything that has ever been told of a voyage on the Pacific Coast. It is a story that should bring the blush of shame upon the cheeks of the owners of that vessel, and that should bring the righteous indignation of an outraged public upon the heads of the culpable inspectors at this port.

Hear what the passengers say: "I was afraid that the Clara Nevada would be wrecked from the time she left Seattle until Skagway was reached," said Charles Jones of The Dalles, Or., one of the passengers who went North on her. "We smashed into the United States revenue cutter Grant when we were backing out from Yessier dock; we rammed into almost every wharf which we tried to land; we blew out three fuses; we floundered around in rough water until all the passengers were scared almost to death; we witnessed intoxication among the officers and heard them cursing each other until it was sickening. It was an awful trip, and I would not have gone aboard that boat again under any circumstances."

What a record for a vessel's crew! But that is only a beginning. Mr. Jones says further: "Just before we reached Port Townsend a petition was prepared by the passengers and addressed to the customs officials there for the purpose of having the Nevada held so that we could be transferred to another boat. It was signed by a majority of those who had not retired. Mr. King, of San Francisco, now at the Vendome hotel at Dye, R. C. Smelzer, of Spokane, and another man, whose name I do not recall, were appointed a committee to interview the officer. He said that he did not mind our petition, but that he would not take the names of the committee. When the petition was offered him he handed it back, saying that it would do no good, as he could not act. I think that Mr. King was the one who presented it, and that he was the one who was not taken into consideration."

Not four hours out of port and found in such condition! Is there any excuse under high heaven that the inspectors at this port can offer for this state of affairs? But passenger Jones doesn't stop there. He says further: "We celebrated our arrival in Port Townsend by running into the wharf and boarding her, commencing Friday morning at five o'clock. The first mate was full the night we left Seattle. He drank all the time, but was yet able to be around and issue orders. The steward was drunk at all times. I never heard such language as was used by the waiters, mates and stewards, and made it very disagreeable for the passengers. I have heard that the engineers were drunk. The freight clerk told me that the first engineer was taken on because he was a Mason, and not because he was a competent man. The freight clerk told me distinctly that as a matter of fact the engineer was incompetent. Continuing, he says: "She was not in charge of proper persons. Two-thirds of them were drunk. 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