SKAGUAY AS IT IS TODAY.

A BUSHING TOWN OF 400 BUILDINGS AND 2,500 INHABITANTS.

W. H. Hughes Writes a Letter to the Post-Intelligencer on Topics of General Interest to Those Going North—What Is a Complete Outfit.

An interesting letter, describing Skaguay as it is today, and giving advice as to outfitting which will undoubtedly prove valuable to those going north, has been received by the Post-Intelligencer from W. H. Hughes, formerly of this city. It is dated Log Cabin, Skaguay trail, January 10, and is as follows:

Log Cabin, Jan. 10, 1898.

I have made a trip to Skaguay and return. The trip of thirty-six miles was covered in part of two days, or, in exact hours, just fourteen. The first part of the way was through a snowstorm, which caused me to lose at least two hours in time. For a mile before the business center of Skaguay was reached log cabins and cozy little cottages were passed on either side, and thrift and enterprise displayed as of yore in Seattle. The fact is, the greater part of the population is from Seattle. When I landed on that mythical wharf on the beach in August last there were about twenty tents visible to mark the present site of the town. Now there are three long wharves leading to deep water, with good substantial warehouses to house the freight as it comes in. A sawmill is in full operation; an electric light plant is furnishing light; a telephone connects Dyea; a hundred business houses supply the wants of the people; a live newspaper is being issued; there is a church and a public school; and, last of all, after driving a long-suffering and patient people almost to distraction in waiting, a postoffice has been established. There are no less than 400 business houses and residences in the town. A conservative estimate ought to entitle the town to at least 2,500 inhabitants.

Considerable interest was being taken in the tramway road being built up the valley. But the greatest activity was displayed on the wagon road, which is being built along the right-hand bank of the Skaguay river. During the noon hour and at quitting time in the evening a regular fusilade of cannonading may be heard along the right-of-way, as far north as the famous cut-off. Hundreds of blasts are fired each day, and millions of tons of rock are broken up and hurled down the embankment, or used to level up the bad places. The wagon road people evidently mean business. At least 350 men are employed.

Crowd Moving Forward.

People were coming in on every steamer by the hundreds. The river, from the town to the foot of White pass, is lined with tents. The moving mass of humanity has begun to march forward. Hauling on sleds is done entirely over the river. The recent heavy snow has retarded travel to some extent, but has materially aided in improving the river trail for sledding. One man, with 200 pounds on a sled, can go from Skaguay to the third bridge in six hours, a distance of twelve miles by the river route. From there to the foot of White pass, in one hour, a distance of three miles. From this point everything has to be packed up through the pass, three-fourths of a mile. From there on you can take your load through to Lake Bennett without transferring.

During the last three weeks it has been snowing and blowing almost continuously from the south. Travel has been retarded considerably in consequence, but the snow will improve the trail by filling up holes and covering rocks. Some old settlers claim that January and part of February will be quite stormy. During the past five weeks the mercury has registered from 5 to 15 degrees below freezing. About 120 inches of snow has fallen since last September.

Many of the men who located here for the winter have gone to Skaguay and other places in search of work, so they may replenish their store of goods and be better able to stand the cold of another winter.

A Christmas Dinner.

On Christmas a very pleasant and agreeable dinner party assembled in the cabin just north of where I am writing. Those present were G. N. Alexander, James F. Mason, J. G. Scurry, Matt E. Scurry, Samuel Newman and the writer, from Seattle, and Hugo Voss, of New York. The bill of fare was not elaborate, yet it was relished. Mine host the cook, G. N. Alexander, spread himself like a ship with all sails set. He has displayed skill as a mixer of pastry, and knows how to cater to the wants of a hungry miner. The bill of fare was as follows:

Ptarmigan pot pie, cranberry sauce.
Fried granulated potatoes.
English plum pudding, lemon sauce.
Mince, apple and peach pies.
Pound cake. Gingerbread. Doughnuts.
Home-made yeast bread, with new butter.
Cheese. Coffee. Tea.

With the assistance of Mr. Alexander and others who have made valuable suggestions, I send you a carefully prepared list of what one man ought to have when he lands in Skaguay, in the line of provisions, etc. The list may be modified, changed or increased to suit the taste of the purchaser, but on the whole I believe it to be as nearly complete as possible.

An Outfit.

8 sacks of flour.
1 sack graham flour.
1 sack corn meal.
25 pounds rolled oats.
25 pounds cracked wheat.
50 pounds rice.
100 pounds bacon.
25 pounds salt pork.
10 pounds dried beef.
75 pounds beans.
10 pounds split peas.
50 pounds granulated (not evaporated) potatoes.
5 pounds evaporated onions.
6 packages evaporated eggs.
10 packages Seattle evaporated soups.
1 bottle evaporated vinegar.
20 pounds each of peaches, apples, apricots, prunes and raisins.
100 pounds sugar.
2 gallons syrup.
1 case milk.
1 dozen extract beef.
25 pounds salt.
1 pound black pepper.
½ pound red pepper.
1 pound mustard.
½ pound ginger.
1 pound cinnamon.
1 can nutmeg.
3 bottles Jamaica ginger.
10 pounds tea.
25 pounds coffee.
50 pounds baking powder.
1 dozen Magic yeast.
2 pounds soda.
1 box soap, toilet soap.
2 boxes candles.
1 can matches.
Butter, cheese, canned beef, corn, tomatoes, peas, cocoa, chocolate, etc., to suit purchaser's taste.
1 socket shovel.
2 light picks.
1 ax, 1 hunter ax.
1 extra handle to above.
1 whetstone.
Nails—5 pounds each of 6, 8, 10 and 20-penny.
2 8-inch files; 3 taper files.
100 feet each of ⅜-8 and ½-inch manilla rope.
1 wood jack plane.
1 1¼-inch chisel.
1 extension bit stalk; bits from ½ to ¼-inch.
1 screwdriver bit.
1 hand saw.
1 one-man cross-cut saw.
1 whipsaw.
1 hammer.
5 pounds oakum.
8 pounds pitch.
3 teaspoons, 3 tablespoons.
3 knives and forks.
1 butcher knife.
1 large spoon.
6 cups.
3 plates.
1 drip pan.
1 coffee pot.
2 camp kettles.
3 1-quart pans.
2 frying pans.
1 galvanized pail.
1 pocket compass.
1 magnifying glass.
1 gold pan.
1 tape line.
1 2-foot rule.
1 box copper rivets.
1 spool copper wire.
1 ball marlin.
1 package hob nails.
1 package Hungarian nails.
1 package tacks.
1 ball shoe thread.
1 cake shoe wax.
1 pack strap.
1 caulking irog.
1 set combination tools.
1 drawing knife.
1 saw set.
1 tent, 8x10, 10-ounce.
2 tarpaulins, 7x9.
1 steel stove.
Some window glass.
1 sled.
1 pair oars.
Yale lock and door hinges, screws, solder, shears, monkey wrench, pinchers.
5 pounds quicksilver.
3 pairs heavy blankets.
1 pair each of high top and low top rubber boots.
2 pairs shoes, not too heavy.
2 pairs each of moccasins and shoe pacs.
2 pairs German socks.
6 towels.
1 piece mosquito netting.
1 oil coat.
2 sweaters.
2 pairs suspenders.
1 dozen wool socks.
½ dozen cotton socks.
3 pairs mitts.
1 pair rubber gloves or mitts.
2 pairs wool gloves, 1 pair buckskin.
3 heavy double-breasted overshirts.
2 woolen suits of underwear.
2 cotton suits of underwear.
2 thin overshirts.
1 Klondike hat, 1 cap, 1 hood.
4 pairs overalls.
½ dozen red handkerchiefs.
1 suit mackinaw, coat double-breasted.
1 water-proof, wool-lined canvas coat.
Safety and blanket pins, 2 snow glasses, medicine, buttons, thread, needles, pins, ball yarn, tape, beeswax, sticking plaster.
Tobacco to suit taste of user.

Pointers on Outfitting.

Get a clothes bag not over three feet long and fifteen inches in diameter when filled. Anything longer will be hard to pack on horses.

Where possible put tea, coffee and other canned goods in square or flat cans, not in round.

Sometimes grocers pack goods in such a way as to spoil many articles. A nice sack of prunes is put inside a canvas sack, and several codfish are stuck in down the sides to fill the sack. As the contents of the sack are subject to more or less moisture during the trip, the result is the prunes are nearly spoiled. Another instance is where a sack of salt has been put in the same canvas sack containing dried apples. Baking powder, soap and red pepper have been sacked together. When the cans get jammed a little the contents leak out and you have a highly flavored mixture.

I would also advise newcomers to sack everything possible, candles and a few other things excepted. Sack all small boxes. Limit packages to fifty pounds, but where not possible to arrive at the exact weight, do not make them over sixty pounds.

I would not advise more than two to go in one party, unless they are old friends and can keep from quarreling.

There are so many men returning from Dawson and places on the river this side, who went down before the water froze over, with an insufficient supply of provisions, that it has spurred everybody in this vicinity to take in an additional supply—at least 1,000 pounds of provisions to the man. They also report many heart-rending cases where men have frozen faces, hands or feet. Too much care cannot be taken in providing suitable protection for these parts of the body.

Several pack trains, numbering about seventy horses, passed through today bound for Bennett, loaded with supplies for the mounted police.

DOGS AS PASSENGERS.

Schooner Bering Sea Brings Twenty-five Malamooks From Yakutat.

Schooner Bering Sea returned early Sunday morning from a voyage to Cook inlet, Alaska, having sailed from here about two months ago with twenty-five passengers, who expected to ascend the Copper river to its headwaters. The Bering Sea did not come back empty handed. In her hold and on her decks were twenty-five sturdy Malamook dogs, brought from Yakutat by J. C. Entriken, who represents a local company, organized with the idea of trading in canines. The schooner encountered heavy weather both in going and returning. The passengers from Seattle were delivered safely at the mouth of the Copper river.

Entriken was left at Yakutat on the way over and the schooner called for him on its return. The expectation had been that he would be able to pick up a couple of hundred dogs, but Malamooks, of the required age and weight, were found to be scarce in that district, and only twenty-five could be secured. As the Bering Sea lay moored alongside Yesler wharf yesterday the dogs were exhibited from her deck. They are fine specimens of the breed, which has recently become familiar to residents of this city.

Entriken has an interesting history. He went north with Lieut. Peary one year and was in charge of the dog teams taken to Alaska by the expedition which, under the leadership of Bryant, attempted a few months ago to ascend Mount St. Elias.

FAKE FINDS REPORTED.

Klondike Has Wildcat Schemes as Well as Valuable Mines.

E. J. Livernash, one of the commissioners sent by the Klondike miners to present their grievances to the Ottawa government, was interviewed by an Associated Press representative at Juneau on his arrival from Dawson. Asked regarding new strikes in the district, he said:

"There has been practically no new discoveries of late in the Klondike. Little is known of the district beyond that known last spring. The expectations as to Hunker creek have been partially fulfilled. The indications are favorable as to Sulphur and Dominion creeks. The public should be wary of the rosy reports of marvelous finds. The Klondike has wildcat schemes as well as valuable mines. Some of the schemers have hurried to the front."

Regarding the food situation, Livernash said that undoubtedly there would be a shortage, but that those who had food were able to take care of the improvident as well as this class is provided for in the large cities of the world.

To Alaska Shippers.

If you want freight shipped to Dyea, Skaguay, St. Michael or Dawson City, call and see Dempsey & Townsley at 112 Columbia street, ground floor. They will dispatch the large bark Highland Light in a few days to Dyea and Skaguay, in tow of a large and powerful tug. No delays on account of bad weather in exposed places. Horses, cattle, dogs, merchandise and lumber taken. Quick delivery and reasonable rates. Owing to the increase in business Messrs. Dempsey & Townsley were compelled to rent additional quarters on the ground floor. If you have freight or want passage to any point in Alaska call and see them at 112 Columbia street. Tickets on sale to Dawson City.

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WILL MEET CANADIAN RATES.

PASSENGER ASSOCIATIONS TO DISCUSS ALASKAN TRAFFIC.

Western Roads Anxious to Secure Suspension of the Long and Short Haul Clause—The C. P. R. Refuses to Give Up Its Differentials.

CHICAGO, Jan. 24.—Eastern and Western roads will take up the question of rates to Alaska this week, and an effort will be made to agree on through tariffs to Dawson. Tomorrow the roads of the Western Passenger Association will meet and discuss the advisability of asking the interstate commerce commission to suspend such parts of the law as will enable them to meet the low rates made by the Canadian Pacific without subjecting themselves to the penalty of violating the long and short haul.

On the day following the roads of the Central Passenger Association will meet for the same purpose, and on Wednesday a joint meeting of Eastern and Western roads will be held.

There is no doubt that the Western roads will tomorrow ask the suspension of the long and short haul clause of the interstate commerce law.

As matters now stand the roads of this country are not able to meet the competition of the Canadian Pacific without demoralizing their local rates. The Canadian insists on the enforcement of its differentials on Alaska business, notwithstanding the fact that it has as good a line for this business as anybody else. The Western roads will, after everything else has been tried, meet whatever rates the Canadian Pacific may put in. It is likely that the roads of the Central Passenger Association will act in the same manner as the Western lines.

BUILDING THREE BOATS.

The Upper Yukon Company to Operate on Upper Lakes and River.

Machinery is now being built here by the Pacific Iron Works for three small steamers, to be operated on the upper lakes and river by the Upper Yukon Company. Two of the steamers are stern-wheelers, fifty feet in length by ten feet beam. The third, a propeller, is thirty-five feet in length by ten feet beam. The latter craft has already been completed in Fremont, and the hulls of the two others are in course of construction, to be finished and delivered at Skaguay by March 1.

The Upper Yukon Company was recently organized, with A. J. Goddard, president of the Pacific Iron works, as manager, and the following directors: C. P. Stone, Frank Kilbourne, J. W. Hughes and J. H. Calvert.

The company has already sent a sawmill outfit to Lake Bennett.

Leaving for Alaska.

Special Dispatch to the Post-Intelligencer.

SNOHOMISH, Jan. 24.—Carl M. Clemans, of the Tribune, has gone to Skaguay. J. W. Hiffner, ex-prosecuting attorney, and A. W. Hawks, his former law partner, have gone to Seattle, where they will take the first steamer for Skaguay. It is understood that Mr. Hawks will take several teams for freighting purposes with him. D. M. Taylor, for several years engineer at the pumping station, and several others, will leave for Klondike about February 1.

Found Walking the Street.

Anna Miller, a domestic, who was in attendance on Capt. Morgan's wife a year or so ago when she was out of her head, was picked up Saturday afternoon by Capt. Sullivan, wandering about the streets. She told the captain that her life was in danger and that one thousand men were following her. She did not appear to be violent, and the county commissioners were asked to admit her to the hospital. They would not receive her, so she was taken into the superior court and held for examination as to her sanity. The case was set down for January 24.

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DR. ANNIE RUSSELL—Diseases of women, 26 Roxwell.

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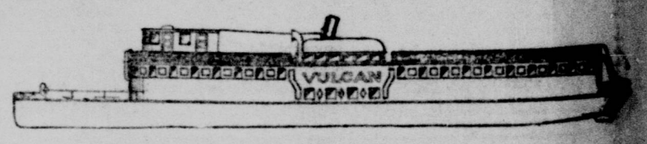

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