

AMUSEMENTS

Burbank Theater

Tonight Last Performance of The Tornado Week Beginning Monday, Aug. 30

Initial Scenic Production of Ada Lee Bascom's

... Eastern Success ...

ITS AUTHOR A CALIFORNIA GIRL!

A Bowery Girl

A Continuous Series of Dramatic Surprises, Startling Situations, Thrilling Climaxes, Novel Effects and Beautiful Scenic Embellishments...

SEE

The Bowery at Night, The Election Parade, The Stump Speech, Mott Street and the Bowery, The Palisades on the Hudson River, The Great Dive For Life, The Brooklyn Bridge, The Great Fire Scene and Rescue.

A Successful Authoress

Miss Ada Lee Bascom, the gifted young California writer and critic, has lately come into even more prominent notice than ever...

During the performance a great many Specialties will be introduced by...

EXTRA

MISS ADDIE GROVE, MRS. GEORGE McWILLIAMS, MR. DICK SULLIVAN, MR. CHAS. GALE, MISS BESSIE BUSKIRK, MISS GRACE PLAISTED, FREDERICK TJADER AND OTHERS.

Prices 10, 25 and 50 cents. Matinee Saturday Only. Telephone Main 1270

Orpheum

Los Angeles' Society Vaudeville Theater

Matinee Today Children 10c, Gallery 5c

Week Commencing Monday, August 30th Another All Star Bill...

Advertisement for John C. Fox and Miss Allen, Nicholls Sisters, 3--Rackett Bros'--3, THE OPERATIC VOCALISTS, Elvira Francelli and Tom Lewis, Mr. Sus Williams, POSITIVELY LAST WEEK OF The Only Papinta

PRICES NEVER CHANGING. Evening--Reserved Seats, 25c and 50c; Gallery, 10c. Regular Matinees, Wednesday, Saturday and Sunday. Telephone Main 1447

Terminal Attractions

.. Sunday, Aug. 29, '97.

Herr Markberg The Flying Man, will give a marvelous exhibition of daring on his wonderful SLIDE FOR LIFE, from a tower, 100 feet high, into the sea.

The World-renowned Raymonds And the Inimitable Aquatic Clown Dromio Will repeat their thrilling performance of last Sunday, with many new features, from a 100-foot tower.

Music all day by the famous SOUTHERN CALIFORNIA MARINE BAND UNSURPASSED BOATING, FISHING, BATHING. NO SHARKS EXCELLENT FISH DINNER AT "YE TERMINAL TAVERN BY THE SEA"

Long Beach Terminal Island San Pedro Catalina Mount Lowe

TRAINS LEAVE: Sunday-- 8:00, 9:45, 11:20 a. m. 1:22, 5:15 p. m.

8:00 a. m. Returns 7:30 p. m. YOU GET FIRST CHOICE STEAMER ACCOMMODATIONS VIA THIS ROUTE

Trains leave 9:05 a. m.; 4:55 p. m. Special Excursion Today, \$1.05 Round Trip, to all points on Mt. Lowe Railway. Open to all.

Ostrich Farm--South Pasadena 28 GIANTIC BIRDS, ALL AGES--The strangest sight in America. Take Pasadena Electric or Terminal Railway cars

Vienna Buffet Free, Refined Entertainment, Classical Music every Evening. Austrian-Hungarian Kitchen and Fine Cuisine All Day

Cleveland Cycles L. B. Winston WE WANT A LIVE AGENT IN ALL SMALL TOWNS

PORTLAND AND CARGO

Arrived Safely at Port Angeles

NO MILLIONS ABOARD

But There's Pretty Nearly One Million

SIXTY MILLIONS IN SIGHT

IN CLAIMS ALREADY STAKED OUT

On Her Next Trip the Portland Hopes to Bring a More Valuable Freight--No New Bonanzas

Associated Press Special Wire.

PORT ANGELES, Wash., Aug. 28.--The steamer Portland arrived here at 7:30 o'clock.

Captain Kidston, in command of the Portland, reported a pleasant voyage and explained the delay of three days in reaching Port Angeles by stating that a very serious storm at St. Michaels delayed the discharge of his cargo. He laughed when told of the reports that the Portland was carrying over \$2,000,000 in gold. As a matter of fact, he said, there was only about \$225,000 in gold dust and nuggets aboard his vessel. Up to the time he had left St. Michaels he had heard of no new gold fields.

Among the Portland's passengers for St. Michaels is Timothy Bell, who has with him \$30,000 in gold, which he dug from a claim that cost him \$125. William Ogilvie, dominion surveyor, says the six hundred claims now staked out will yield \$60,000,000. From a number of the Portland's crew it was learned that Captain Kidston had expected the Weare, one of the company's boats, to come down the Yukon with about a million dollars' worth of nuggets and gold dust, but as she did not arrive in time he decided to bring it down next trip. The United States cutter Bear, it is said, will guard the Portland on her next trip from St. Michaels to Seattle. As most miners will make their claim by that time, it is said to be the best time to make one.

AN EXPERT'S ADVICE

SEATTLE, Wash., August 28.--H. A. Stanley of the Binghamton, N. Y., Evening Herald, who under the date of June 30 sent out the first Associated Press dispatch of the great strike on the Klondike, returned to this city on the steamer Portland today, and on being interviewed by an Associated Press representative, said: "I have been seven weeks at St. Michaels, where I saw every miner coming out and interviewed them. As a result I feel it my duty to advise everybody to stay out until next spring. My first dispatch as to the discovery was absolutely true and while wild and exaggerated reports have been circulated since, no one, however conservative, has thus far disputed that story. This strike was, and is, one of the greatest, if not the greatest, in the world's history. Probably \$2,000,000 was cleaned up this spring, and next spring I look for from \$5,000,000 to \$7,000,000. The fields have hardly been opened up as yet. However, those going in now must bear in mind that everything that region was staked long before any reports reached the outer world and that those going in now must prospect for themselves, buy claims from the present owners or work for such owners. No new strike has been reported up to the time of my leaving and another may not be made for five years, although Alaska is an enormous country and will yet, I believe, produce more gold than we dream of. But it is also in many ways a bleak, barren, desolate country--a country incapable of supporting any great amount of animal life and a country of such rigorous climate both winter and summer that none but the most hardy can possibly live in it. Even they must have abundant food and warm clothing. It is, therefore, simply suicidal to go in without a year's supplies. I am aware that there is a popular impression that such supplies can be purchased in the vicinity of the mines. "They are at present at six times Seattle prices, but they are taken at even those prices faster than they can be got in and before winter is half over if even the present population stays in, there will be actual starvation. The average man requires about one ton of carefully selected food and clothing for a year's supplies. The summer of 1895 about 3500 tons of supplies went up the river and the population of 1500 to 2000 suffered from want. Of this 3500 tons, probably 1500 tons was rum, tools, furniture and supplies other than provisions. This season, allowing the most favorable circumstances, not more than 4000 tons of supplies can be got up the river, fully half of which is rum and tools as well as other supplies than food. There is more than three times as many people in there than last winter. Figure it out for yourself. Sprub was completely cleaned out this spring and if last winter there was such a scarcity that moose hams sold for \$30 each, flour for \$120 per hundred, bacon for \$1 a pound, what will not happen this coming winter? Why will not people actually starve to death? "As to shelter, 90 per cent of the people were living in tents in July. Timber is scarce and houses cannot be built. How are several thousand people to stand the rigors of a nine-months winter of darkness, when the mercury goes 70 degrees below zero? As to labor, it is true that last winter, the winter succeeding

the great strike, when labor was scarce, wages was \$15 per day, but if no new strike is made, what is to keep wages up this winter? There are but 240 claims on Bonanza, El Dorado and Hunker creeks that will probably be worked this winter. An average of eight men to each, I think, liberal. If but 2700 men are employed, and there are 5000 or more seeking work, what must be the result? Wages must go down. I am told that much grub has gone over the divide, yet from what I know I would wager my last dollar that not to exceed 500 tons of surplus, over and above what the carriers at will reach the diggings. No man going in can arrive with more than a four-months' supply. "I am also told that there is plenty at St. Michaels. So there may be, but after September 15 it might as well be in New York City, for to transport it by pack train or dog sledge over the 2000 miles of icy river is absolutely impossible. A dog train than can take enough in to feed itself over 1200 miles. Relief is, therefore, impossible. Over the divide in the winter would be quite as difficult. To draw provisions for the trip from Dyea to Dawson anything before the spring break-up is an impossible task. After winter sets in is, therefore, impossible, and in the name of humanity I ask that out of people without supplies. Let no man be allowed to enter that region unless he carries with him enough food and clothing to last him a year. There are women and little children in there today who should be sent out as far as St. Michaels before navigation closes. I hear much of the boats that are building to go up the river, but aside from the elegant steamer Hamilton, finished by the Moran Bros. Co. for the North American Trading & Transportation company, August 11, no boat can be added to the carrying corps this fall. The Klondike is a land of ice and snow as well as a land of gold. Let it not be made a land of gaunt hunger, wretchedness and death. Let no one be allowed to wrest from the foolish people a few hundred thousand saved, borrowed or begged dollars. There will be as good chances for mining in the future as now. Let the people wait. This is not a Cripple Creek or Deadwood proposition. If caught they cannot walk out. "The returning miners say that the remarkably rich claims on Eldorado creek will number 140. Mr. Ogilvie estimates that at the rate these claims are now producing and considering the ground yet to be worked in the next three years, will aggregate about \$70,000,000. To this must be added the favorable possibilities of pockets and development of claims already found, but not opened, so as to permit of great production. "There have been other rich strikes on Stuart river, Hunker, Henderson and Indian creeks, but none of these are as rich as claims on Eldorado and Bonanza creeks. Until the wonderful discoveries of Klondike were made, ground worth 10 cents to the pan, with two or three feet of pay dirt, were considered very good for the Yukon, and miners made their money with rockers and sluices. This year miners are passing entirely over the ground of this richness in their search for sand and gravel that will pay like that of the Klondike discoveries. Up to date none of the claims were showing any signs of exhaustion, and scarcely a dozen are well opened. Nearly every one has large areas of ground to be worked. One returned miner says it is impossible to make anything like an accurate estimate of the probable yield of the mines. The ground is not at all even in richness and the width of the pay streak varies greatly. "The most important news from St. Michaels is that the Yukon river steamers left there two weeks ago for their last trip up the Yukon. It was not certain they would reach Dawson this fall, in which event passengers who left the sound on the steamer Portland as early as July 25th would only reach Circle City before navigation closed. This makes it certain that hundreds of miners who have left the sound and California since August 1st for St. Michaels will have to winter there. At least they can scarcely get started up the Yukon before the river freezes over solid. All vessels touching at St. Michaels this summer have had great difficulty in keeping their crews, who have caught the gold fever. One schooner from Victoria was entirely deserted and her crew, from captain to cook, started up the river for Klondike. The crew of the schooner J. M. Coleman endeavored to desert also, but the attempt was discovered in time and by the display of firearms the men were compelled to remain on duty. "The mates of the schooners Jewett and Coleman and the carpenter of the Sangers were piped off at St. Michaels and de-

parted at once for Dawson. Every vessel from St. Michaels has come away short handed. The Portland lost several of her crew, but was able to obtain new men by paying high prices. "With the arrival of the tug Sea Lion at 2:30 o'clock this morning came authentic news of the treasure ship Portland. She was boarded by press representatives off Cape Flattery at 1 p. m. yesterday, and the run to this city was made in a little more than thirteen hours. The Portland brings back thirteen miners, each of whom brings out a small part of his stake. The total amount of dust on the vessel is perhaps \$185,000. The Portland was delayed first by the failure of the P. B. Weare to arrive at St. Michaels and next by a storm on the North Pacific ocean. The miners on board, with the amount of their stakes, is as follows: Joe J. Rowan, \$50,000; Jim Bell, \$45,000; Joe Goldsmith, \$35,000; N. W. Powers, \$35,000; W. W. Caldwell, \$35,000; Win Oler, \$30,000; C. M. Zilly, \$25,000; F. W. Cobb, \$25,000; W. Zahn, \$15,000; A. Buckley, \$10,000; G. S. Lansing, \$15,000; B. Farnham, \$10,000; M. R. Galer, \$5000. "Of the above list C. K. Zilly and F. W. Cobb are the only ones who are not in Zilly's second year in the Yukon. "Last year he was on the American side of the line and barely paid expenses. Now he is back on the Klondike and Bottom, the richest prospect in his district. He said to the Associated Press correspondent that the product of the Klondike this year would probably reach \$12,000,000. "Epa's Cobb, as he is familiarly known, was a well known Harvard athlete. He would have undoubtedly been a member of the football team that played against Yale and Princeton only that he injured his knee a few days before the first big game and was put on the sick list. "He has been in the Yukon two years and will now make a trip east. "THAT AWFUL TRAIL SAN FRANCISCO, Aug. 28.--Thomas Magee, sr., who is en route to the Klondike gold fields with a party of San Franciscans, writes to the Associated Press from Lake Bennett, B. C., under date of August 15th, confirming previous reports of the terrible condition of the White Pass trail from Skaguay, and relating the almost insurmountable difficulties to be encountered by the gold hunters who prefer that route to the more formidable Chitchoo pass route. "He and his party left Skaguay on August 10th with nine burros, and during the four and one-half days consumed in making the trip of forty miles to Lake Bennett, met with innumerable adventures. Twenty-five times some of their pack animals were bogged up, necessitating not only the unpacking of each load, but also the lifting of the animals bodily from the mire, as the burros refused to make any attempts to extricate themselves when their small hoofs stuck fast in the marshy ground. Another trouble was the narrowness of the trail in places, which necessitated the unloading of the burros and transporting the supplies by hand over these spots. "The Magee party took a boat up from San Francisco in sections, but was compelled to leave it on the beach at Skaguay, as it was utterly impossible to carry it over the trail. At the head of Lake Bennett, however, they found a firm of boat builders, who charged no more for a good boat than would be paid in San Francisco, \$140. They had orders ahead for forty-five boats, which would occupy them until September 20 at the earliest. "Mr. Magee thinks that the majority of the crowd now at Skaguay and Dyea will have to abandon the hope of getting into the Yukon country this year, and is certain that late comers have no chance of doing so. He also deprecates the fact that once started from Dyea or Skaguay, food and other supplies are not to be purchased for love or money, as no one has any more than he absolutely needs for himself. He thinks that 750 pounds is about the right amount for each man, but says that hundreds are starting out with less than half that amount, and predict disaster for them. "ORIENTAL MINERS VICTORIA, B. C., Aug. 28.--The story of the wealth of the Klondike has reached the Orient, for on the new steamer Columbia, of the Northern Pacific line, which arrived this morning, were four miners from Yokohama, who will outfit here for the gold fields. The Columbia, which is commanded by Captain Hill, brought a large and valuable cargo, being full of silk and rice. About 500 tons were unloaded at Victoria, sugar and rice, for the most part. "MAIL FOR MINERS OTTAWA, Ont., August 28.--The Post-

A SELF-APPOINTED RECEPTION COMMITTEE

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