

AMUSEMENTS

Burbank..

TONIGHT Last performance of ..The Grey Mar... Week beginning ..Monday, October 25.. Wm. Gillette's Famous War Drama,

Held by the Enemy

One of the biggest productions ever seen at the Burbank. First appearance of the popular eastern leading man

Mr. Maurice Drew Direct from New York. Reappearance of the favorite .. Miss Sarah Truax Prices, 10, 25 and 50c. Order seats by Tel. Main 1270.

Los Angeles Theater

C. M. WOOD, Lessee and Treasurer. H. C. WYATT, Manager.

Last Concert in America Before European Tour

Miss Ellen Beach Yaw

SUPPORTED BY GRAND ARIA FROM Star of the North. Original score with Obligato for two Flutes will be rendered for the first time since the days of Jenny Lind.

ONE NIGHT ONLY, MONDAY, OCTOBER 25th SEATS NOW ON SALE. Prices—25 cents, 50 cents, 75 cents, \$1 and \$1.50 TELEPHONE MAIN 70

Next Attraction

Grand Return Engagement of Those Famous Singers,

The Italian Grand Opera Company

ONLY FIVE NIGHTS COMMENCING TUESDAY, OCT. 26TH SATURDAY MATINEE

In the following Classical Repertoire:

Table listing opera performances: Tuesday Evening, Faust; Wednesday Evening, La Boheme; Thursday Evening, Lucia; Friday Evening, La Favorita; Saturday Matinee, La Traviata; Saturday Evening, Il Trovatore.

ALL THE OLD FAVORITES HOME AGAIN. GRAND CHORUS, GRAND ORCHESTRA, ELABORATE COSTUMES. Seats now on sale. Prices, 25c, 50c, 75c, \$1 and \$1.50. Tel. Main 70.

Matinee Today

Week Commencing Monday, Oct. 25

AMERICA'S MOST VERSATILE ARTISTS

Thos. O'Brien and Havel-Clara

LA COMPANIE FRANCAISE DE ... Ballet ...

John J. Welch Phenomenal Dancer

A. L. Steele Double Cornetist

Miss Eleanor Montana. Operatic Vocalist

Smith Family Bicycle Experts, Clayton, Jenkins and Jasper Two Men and a Mule, Joy and Clark Comedy Duo

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

THE YUKON FROZEN UP

No Gold Will Come Out This Season

A HIDEOUS OVERLAND TRIP

TAKEN BY MINERS FEARING STARVATION

They Bring Reports of Gold in Horse-loads, but It's Awful Hard to Get

Associated Press Special Wire.

SEATTLE, Wash., Oct. 23.—The steamer Humboldt arrived tonight at 10 o'clock with five men from Dawson City, leaving there September 30 and three men from Minook and other points on the Yukon. They say no gold will come out this fall as this steamer has taken the last of those who have come down the Yukon. The river is already frozen hard and the river boats laid up for the winter. The Humboldt left St. Michaels October 9. The five men from Dawson and John F. Miller and Frank E. Sims of this city; C. A. Harrison of Atchison, Kan.; William Dubell, New Jersey; and William Braund of Black Diamond, Wash. They were passengers on the river steamer Margaret, which came down the river within 200 miles from St. Michaels. When they found the mouth of the river blocked with ice they resolved to come overland at all hazards. For seven days they crept forward through terrible wind and snow storms. Some of them fell in their tracks and had to be helped by their stronger companions. They crossed the rivers covered with thin coating of ice, by lying down and pushing their packs before them and at night they sought shelter from the storm by huddling in an Eskimo tent or entirely unprotected from the biting wind save by blankets.

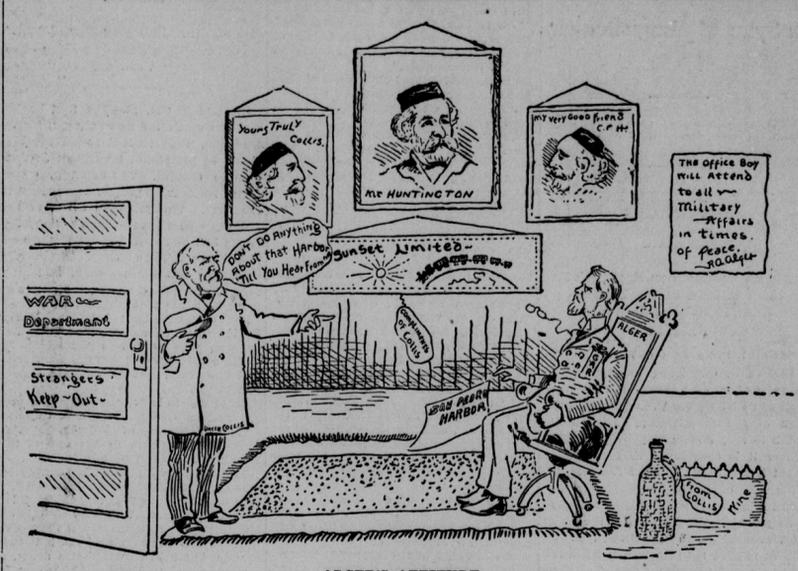
Of the 5000 or 6000 people in Dawson and vicinity, at least 1000 will be obliged to flee from impending starvation. Up to September 3, when the Miller party left Dawson new arrivals number from three to twenty per day and there is no doubt that the ratio will be continued all winter. Three hundred men were working in the gulches and in the hills were several hundred prospectors, all of whom knew nothing of the shortage and were depending on the company stores for provisions. One way of relief is open to the miners. Five hundred or 1000 could winter at Circle City 100 miles below Dawson and draw supplies by dog train from Fort Yukon. Circle City has 500 houses and is said to be the largest log cabin town in the world.

John F. Miller says there will not necessarily be starvation, but certainly miners will suffer extreme privation. Five hundred men intended to come down the river but that is closed and they cannot get out. There is no doubt that the people of Dawson have been alive to the situation for six weeks. "Our leaving," says Sims, "was the beginning of a stampede for grub. Transportation companies at St. Michaels and Fort Yukon claim the liquor traffic has had no effect on the supply of provisions. Not more than 30 tons of liquor, they say, has gone into the country. With the blockade of the Yukon every possibility vanishes of treasure by the steamer land. No gold will come out this year. "There is any amount of gold at Dawson. It is not unusual to see horse-laden with dust. But the mines are owned by men who know their value. One sees it on every hand," say the returning miners.

"It seems plentiful but you must remember it was more plentiful in the United States treasury and is just as hard to get. People who flock to the mines expecting to pick up gold in the grass roots do not realize what they are up against." There is no doubt that a large amount of treasure will come from the Yukon next year if the miners can get enough to eat to continue drifting during the winter. The gold sent out early this year will not be a circumstance to the output of next year. Most of the creek is nothing of considerable value has been found this summer. There is not an inch of ground unstaked on the Klondike. The following named creeks have been located: Sulphur, Quartz and Moose Hide, for a distance of twelve miles above the mouth; Henderson, Dominion and Victoria Gulch. Moose Hide creek is five miles below Dawson, Henderson creek is twelve miles above Stewart river and Victoria Gulch is twelve miles below Stewart river.

ONE PASSENGER PORT TOWNSEND, Wash., Oct. 23.—The schooner Fischer Brothers arrived today after a remarkably rough trip from St. Michaels, her only passenger being W. D. Gaylord of Buffalo, N. Y. Gaylord says the government's determination to make a military reserve of St. Michaels and the country within a radius of 100 miles will be a matter of great satisfaction to the better class. Gaylord started for his home in the east today, but will endeavor to reach Dawson City in the spring by way of Chilkoot pass.

WON'T CUT RATES TACOMA, Wash., Oct. 23.—The Washington and Alaska Steamship company announces today that it will place a new steamer on the run to Juneau and other Alaska ports in conjunction with the steamers City of Seattle and Roseville, giving a steamer from Tacoma every five days. It is reported that the Northern Pacific railway will route passengers from the east to Dawson via this route and the Chilkoot Railroad and Transportation company, recently organized. There is no indication of the Pacific Coast Steamship company inaugurating a rate-war for the invasion



ALGER'S ATTITUDE

THE PRICE FOR BREAD

MAKES A STIR IN THE FRENCH CHAMBER

A Demand Made for a Reduction of Duties on Grain, Which Is Denied

PARIS, Oct. 23.—In the chamber of deputies today G. Ricard, Socialist, raised a discussion on the price of bread, charging the government with being a famine ministry. This caused violent protests from supporters of the government, and after a long debate the chamber, by a vote of 395 to 78 expressed confidence in the government.

THE PRICE FOR BREAD INDEX

TO THE TELEGRAPH NEWS

Grace Elliott of San Francisco proves to be heiress to half a hundred million. Testimony in the Schofield murder case is in; it is generally expected that Dutcher will be acquitted.

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THE FIRST BIG STORM

Raging Along the Northern Coast

THE STEAM SCHOONER CASPAR

SMASHED ON THE ROCKS OFF POINT ARENA

Of the Crew of Fifteen Only Captain Anfinssen and Sailor Larsen Reached the Shore

Associated Press Special Wire.

SAN FRANCISCO, Oct. 23.—The first storm of the season occurred last night and this morning. It was accompanied by high southeasterly winds, which blew forty-five miles an hour shortly after midnight, and by heavy rain. Up to noon the precipitation had been 1.38 inches, but the wind shifted, and at 3 p. m. was due west and very light. Outside the bar the weather was very rough, so much so, in fact, that the United States cutter Corwin, which left Folsom-street wharf for San Diego, was compelled to put back, as an unusually heavy swell and chopping seas were breaking over the bar, rendering a crossing too dangerous to attempt.

THE CASPAR WRECKED

POINT ARENA, Cal., Oct. 13.—Thirteen seamen, comprising almost the entire crew of the steam schooner Caspar, were drowned early this morning by the wreck of their vessel. The rocky shore in this vicinity was strewn with wreckage today, but there was no way of identifying the ship until this evening, when two men from shore, who had gone out in a small boat to rescue any of the crew who might still be alive, picked up Captain Anfinssen and Seaman Chris Larsen, who had been floating about on an improvised raft for twenty-four hours. To his rescuers, Adolph Peterson and Henry Anderson, the captain of the wrecked steamer said that the Caspar struck on a reef at 12:30 this morning, and seven minutes later capsized. When she tipped over all the members of the crew were washed overboard. The steamer carried fifteen men, but from the moment the accident occurred the captain has seen none of his crew except his companion, Larsen, and has no doubt that the other thirteen have all been drowned.

When thrown into the water Anfinssen and Larsen, by great good luck, were able to reach some pieces of floating timber. They succeeded in drawing the boards together, and clung to this improvised raft from the time of the accident until late in the afternoon, while the storm beat about them, the while being exposed to the most furious gale of the season. They had almost succumbed from cold, exposure and exhaustion, and were with great difficulty saved by their rescuers. The sea has been so high all day that it was impossible to launch a boat from shore, and even this evening the two men who went out and accomplished the rescue risked their lives in the breakers.

Later in the evening the steamer Alcazar cruised about the scene of the wreck, but could find no trace of any of the other seamen. The scene of the disaster is a very dangerous locality for shipping, and when a vessel is thrown on the rocks she is certain to be doomed, and there is little chance for the escape of her unfortunate crew.

The Caspar sailed from San Francisco yesterday for San Diego, where she was to load lumber for San Francisco. The steam schooner was well known on the coast, having been engaged in the lumber freighting business for the past nine years. She was owned by the Caspar Lumber company and registered 300 tons.

Drowned: MORRIS PETERSON, first mate. ANDREW ANDERSON, second mate. GEORGE H. OFFERMAN, engineer. JOHN KUHN, assistant engineer. N. C. HELVERSON, seaman. JOHN C. ANDERSON, seaman. LOTIS BRUCE, seaman. The cook, name unknown, and five others, whose names are unknown at present.

ANOTHER WRECK PORT TOWNSEND, Wash., Oct. 23.—From a craft arrived this evening from outside Cape Flattery it is learned that the American bark Germania, Captain J. E. Pierson, which left Whatcom ten days ago, lumber laden for San Francisco, is off Cape Flattery in a very bad condition. The bark was leaking badly when spoke and unless assistance reaches her soon she is likely to undergo a very unpleasant experience. The weather off the cape for the past week has been exceptionally severe and it is said that much damage to shipping has been done.

HIT THE WHARF SAN FRANCISCO, Oct. 23.—The Stockton steamer Captain Weber was about seven hours late in reaching her dock here today. As she was approaching the wharf at Antioch the rudder broke and the steamer crashed into the wharf, carrying away several piles and doing slight damage to her stem. After repairs to the rudder had been made the vessel came on to San Francisco.

TURNED TURTLE VICTORIA, B. C., Oct. 23.—The steamer Evangel, on the way to Port Angeles this afternoon, picked up the fishing sloop Thistle, bottom up. There was a big blow in the straits last evening, and it was feared that the sloop upset and her crew of two men drowned.

STORM NOTES STOCKTON, Oct. 23.—The rales fell for the storm which ended this afternoon was one and seven-hundredths inches. It is enough to make plowing easy and the farmers will soon commence that work. The rainfall in the mountains

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