

GATE TO THE GOLD FIELDS.

Wonderful Growth of the Town of Skaguay.

Skaguay is a modern wonder. Not many weeks ago the place practically did not exist. To-day, with its carefully laid out streets and its scores of well stocked and cozy private dwellings, it presents all the appearance of a thriving Northwestern town. Houses are being rushed up with astonishing rapidity, while merchants are so numerous and enterprising that competition has already reduced their wares to almost bottom prices. The starting up of a steam laundry has caused the "billed shirt" to be accepted as good form in this out of the way settlement, while the establishment of thirteen saloons plainly indicates the prevalence of a generous atmosphere of conviviality.

The New York Herald's special correspondent, in an entertaining article published herewith, gives a graphic description of Skaguay as he found it entering the fourth week of its municipal existence. He says:

Nothing in the history of Western boom towns will compare with the mushroom growth of Skaguay. Ben Moore, the man who located the town site, left for the Sound on August 10, at which date there was his own log cabin, the store and the bunkhouse of the Alaska and Northwest Trading Company and a number of tents. When he returned there were whole streets of wooden dwellings, which the owners had themselves located and had paid a registry fee to United States Commissioner Smith of five dollars. Not only were these newcomers permitted to locate on Captain Moore's land on payment of the fee, but it is said that Mr. Smith accepted the fee and gave a registration receipt to half a dozen different people for the same plot of land. The newly appointed Land Commissioner and Register, Mr. Dudley, will therefore have some difficulty in unravelling the conflicting real estate ownership on the town site.

Skaguay is on a tide flat, with a tide running over twenty feet, and therefore has a stretch of half a mile below tidewater mark. All the passengers



SKAGUAY BAY.

by big steamers are taken off in row boats, with a pull of from one to two miles, according to the state of the tide, when they are carried on the backs of the boatmen to comparatively dry land. It is amusing to hear the shrieks of the women when on the back of the boatmen splashing through the water.

Only a month ago, when the Willamette landed her couple of thousands of gold seekers, all the freight and passengers' luggage were landed in these small boats, or small scows, and dumped on the shore pell mell, higgledy-piggledy, from which each owner had to hurry to secure his particular goods before the rapidly incoming tide ruined them or swept them away. Immense scows are now in use, big enough to take the whole of a ship's cargo. These, when loaded, float to shore on a high tide, and each owner gets out his own goods as soon as he can, and woe to him whose belongings chance to be near the bottom of the huge pile.

I watched the steamer Queen unload in this way. There was a good deal

been disturbed and that the money was gone.

Another Seattle man at once gave him \$100 with which to take out his feed, for he had already gotten his goods some distance along the trail. But this was only the beginning of Davison's bad luck. He was one of the first on the trail, and worked beyond his strength. Just past the summit he had an attack of pneumonia, and, getting worse instead of better, had to give up. He is now here waiting for



BROADWAY, SKAGUAY.

the next steamer, having left his outfit with his partner, who hopes to sell it to some one who will pay for the difficult journey they made with it up the pass.

There does not appear to have been any pilfering of goods left on the beach from the steamers. In a short time there will be no chance for this. The two long piers are hotly competing for the honor of being first completed and early next month both will be in operation. That of the Skaguay Wharf Company is already piled to its ocean end, a length of over fifteen hundred feet, in a curving line from the northern to the southern side of the bay, thus blocking off all further competition in this line. This will be known commonly as the Juneau Pier, its promoters being J. P. Jorgensen, hardware merchant; E. Valentine, jeweller, and E. D. Sylvester, editor of the Searchlight, all of Juneau. The other pier will be known as the Seattle Dock, as it is largely backed by capital from that Sound city. This starts from the street south of Broadway and runs straight to the completed dock under the cliff. Both will have warehouses, to which goods will be taken direct from the ship, and there await the proper claimants.

These two great piers are impressive to the incoming stranger, who knows that the town is only a month old, but as to the rest he can see but little from the steamer's decks. Tents dot the shore the whole of its width, with here and there a small wooden building. The latter are rapidly taking the place of the canvas homes and stores, for the reason that cold weather and heavy rains have set in, and more especially very high winds. Captain McKinney, the Chairman of the Vigilance Committee, estimates that there are now one hundred and fifty buildings of wood, and that there would have been many more but for the scarcity of lumber. There is a sawmill hard at work now, lumber is coming in by every steamer, and nearly every one having the purpose to winter here is putting up a habitation of wood. Many are erecting larger and more substantial buildings than their needs require, as a speculation, hoping to sell at a large profit when the rush is renewed next

the Klondike as soon as possible, and there are between three and four hundred merchants of whom the same thing may be said.

Not only on Broadway, but along the intersecting streets and among the big timbers on each side of the trail, are these merchants' tents and stores, little and big, and all sorts and conditions of men are interested in them, from the spectacled, muscleless store clerk, clumsily handling the saw and the axe on his new building, to the stolid backwoodsman, to whom the making of change is a difficult mental operation.

One would think that the town would be overdone with so many merchants, and perhaps it will be soon, when the steamers are fewer and passengers on them not numerous enough to be worth mentioning. But there is a population of over five hundred still in tents, and it is believed that there will be continual coming and going until the beginning of December, to



be then renewed the month following. So many merchants, however, has had the effect of bringing down prices, which, considering the freight charges, are now rapidly getting to the bottom, making it nearly as cheap to winter here as at Juneau or any other northern point.

But the visitor must not expect luxuries. He must be content with a bunk and provide his own bedding. The bunk will cost him from seventy-five cents a night up. Meals at cheap restaurants are fifty cents each. He will, however, in all probability, hire a tiny shack and learn to cook for himself if he is to be a gold hunter. Then, as before stated, he will find the price of the bare necessities of life no higher in proportion than at Seattle. Flour is \$1.50 per sack, potatoes \$1.25, bacon twelve to fifteen cents per pound.

The infant city is well laid out, and not only on Broadway but on most of the side streets on either side up to where the trail turns off to the left into the timber there are new stores and residences. Among the timber also there are many merchants, in tents or rough shacks. In the early history of the city—that is, three weeks ago—boiled shirts were publicly derided, as were also shaven chins. Now there are four barber shops and two or three signs reading "Troy Laundry." There is also a bath house in course of construction, and this is a luxury that tired men coming off the trail will appreciate. Lumber is still scarce, rough lumber at nine dollars per thousand feet at Seattle selling for about twenty-five dollars here. There is little doubt that a hundred or more buildings will be erected during the next thirty days.

Now, what are the prospects of Skaguay's permanency? The men who are building the wharves and the three-story hotel and other buildings evidently believe in its future growth and prosperity. Yet there is nothing to give it the slightest hope of permanency except as an entrance to the gold regions. That they do not at the present time possess any such entrance that is at all what a highway for the expected crowds in the spring should be is conceded. But the intention now is to build a wagon road along the Skaguay River to the foot of the mountain. This will cost a great deal of money, but it will in all probability be carried out, for every one who has made an investment here understands the situation. It is estimated that from 100,000 to 150,000 gold seekers will flock to Alaska next spring, and that they will begin to come in in February. Skaguay must be able to announce long before then a better trail than the present one or the trade will pass her by and the town boom will be "hushed." She will also have others besides the Dyea trail to compete with, and, in short, her future depends entirely upon her making the best inland route to the Yukon territory that can be made. Her citizens are remarkably public spirited and liberal. A town meeting two nights ago subscribed \$1500 for fire protection in a few moments. A surveyor is now mapping out a route for a wagon road along the river. Money will have to be raised to meet the cost of this road and work on it be started immediately to insure the permanency of Skaguay as a port and as a town of even its present proportions.

American Woman Honored.
Mrs. May French Sherman, the African explorer, recently elected a member of the English Royal Geographical Society, is the only woman ever thus honored. She is an American by birth.

Equipped For War.
It has always been Lord Wolseley's boast that when starting upon a campaign his equipment is of the lightest, consisting of little more than a toothbrush and a clean shirt.

Numerous Big Cities.
There are known to be 209 cities in the world with populations of over one hundred thousand persons each.

THE REALM OF FASHION.

The trimmed skirt and the blouse make the prominent features of all autumn styles, writes May Manton. The costume shown in the illustration is so simple as to be well-suited to the shopper's needs at the same time that



BLOUSE WAIST WITH SAILOR COLLAR AND SEVEN-GORED SKIRT.

it is correct for the afternoon call or promenade. The model is made of diagonal chevrot in the new shade known as castor, the contrasting material being plaid in shades of brown and tan, with a sufficient number of bright yellow and red lines to enliven the whole. The buttons are of metal in a rich bronze tone, and the loops of brown silk cord. With it is worn a hat of castor-colored velvet, trimmed with plumes of varying shades of castor and brown, together with loops of ribbon showing a plaid design in the same tones.

The bodice proper is full, and falls slightly over the belt, but the founda-

and into it are stitched the narrow sections of plaid. The edges of both the front and sides are machine stitched and the buttons and loops serve to hold them in place. The back gores are laid in deep backward-turning plaits and so form the fan back. Zibeline, covert cloths, all chevrots and drap-d'ete are all eminently appropriate and in the height of style.

To make this costume for a lady in the medium size will require six and one-half yards of forty-four-inch material with one yard of plaid of the same width. The blouse alone calls for two and one-half yards with one-half yard of plaid. The skirt requires four yards of forty-four-inch goods, with one yard of plaid, but the one length of the latter will also cut the vest and collar if the complete costume is to be made.

Ladies' Jacket Basque.

Many of the recent importations show jacket basques. An unusually attractive design is in the large engraving and described by May Manton. It is made of zibeline in the deep shade of green known as Russian. The full vest is of silk, while the revers, belt and collar show velvet in a darker shade. Braid is artistically applied and large buttons are used for decorative purposes only.

The pattern gives a short lining front that has double bust-darts and closes invisibly at the centre-front. Upon this lining the full vest is mounted, the soft and becoming fulness being regulated by gathers at the neck and at the waist, where it is confined by a wide belt. The side or jacket fronts are fitted by deep, single bust-darts. The velvet revers extend from the shoulders to below the bust line, where they meet; they are widest at the top, tapering gradually toward the lower edge, adding somewhat to the length of the figure, so proving especially becoming to ladies whose figures are larger than the average.

The back shows the usual number of seams, and is carried below the waist to a becoming length, as is the front. The neck finishes with a close standing band that closes in the centre-front. The sleeves are two-seamed, fitting the arm comfortably close from wrists to within a short distance of the shoulder, where a slight fulness appears that is arranged in the arm's eye in box-plaits.

Basques of this description are well



HANDSOME JACKET.

tion is fitted snugly and is composed of the usual pieces and seams, closing at the centre-front. On it is arranged the plastron of plaid, which is stitched to the lining at the right and hooks over onto the left side. The blouse is fitted with shoulder and under-arm seams only, and turns back from the front in pointed revers, which reveal the vest beneath. Beneath that, on the right side, the blouse is stitched fast, while the left serves to conceal the closing, which is effected by hooks and eyes. At the back, falling over the shoulders to meet the revers, is a deep, square collar of the plaid, and loops of cord, passed over large buttons serve to hold the blouse well in place. The basque portion is circular, and seamed to the blouse beneath the belt of brown leather. All the free edges are stitched by machine. The sleeves are snug fitting and finished with cap-shaped epaulettes, which fall over the shoulders and relieve the otherwise plain effect.

The skirt is cut in seven gores and embodies the apron idea, so conforming with the demand for trimming without detracting from the apparent height of the wearer. The lining front is cut wider than the material

adapted to street and early autumn wear.

Among the suitable materials are cloth, serge, diagonal and novelty goods, while braid or passementerie are the accepted decorations; or the garment can be finished in plain tailor fashion, with the free edges showing machine stitching.

To make this basque for a lady in the medium size will require two and one-half yards of forty-four-inch material.

Silk Blouse Waist.

Among skirt models are many finished with three very deep bounces, the three wholly covering the closely-gorged foundation, or there are many rows of tiny frills set on from belt to hem, and in this case the sleeves and upper portion of the waist are likewise trimmed.

Fitness in Net Trimmings.

A tendency toward fluffiness is apparent even in net trimmings, says the Delineator, which are enriched with beads and spangles, tiny frills of beaded net being set at the edges or along the centre of the bands. The effect is novel and interesting.

WILL USE NO LANGUAGE.

How Coming Generations Will Look and Act, According to a Scientist.

This is the way Dr. R. M. Burke, President of the psychology section of the British Medical Association, says



HEAD OF THE MAN OF THE FUTURE.

the head of the man of the future will look.

The new race, he says, will use no language because it will need none. The interchange of thought between individuals because it will be simply a mental effort on the part of each unaccompanied by any physical manifestation whatever. As one person evolves his idea the other will instantly grasp it by means of a subtle telepathy, which even now is the gift in a more or less modified form of many people who are only vaguely conscious of their strange power, and, in many instances, too timid and fearful of ridicule to publicly confess it or attempt to develop it. With future generations this gift will become more and more frequent in individuals and of greater and greater power, until this silent interchange of thought is at least as common as is now speech and writing. Nor will his powers stop even there. He not only will be able to exchange thoughts with people thousands of leagues away, but will be able to see them as distinctly as though they were physically present and even see if he chooses what is passing anywhere in the world. There will be an end of eyes and ears, the gross physical channels through sensations now must pass to the mind. They will all go, for they will all be useless—as useless as the mechanism of the voice, by which sensations and ideas are now conveyed from the mind outward. There may be some scar or meaningless excretion where these organs once were, just as now there are physiological suggestions of man's ape origin—humiliating reminders of the brute ancestry from which the godlike being was evolved. But that will be all, and even that will melt away and disappear at last.

Locomotive Built in Ten Hours.

A locomotive was recently built in ten hours at the Stratford works of the Great Eastern railway. It was a main line goods engine with a tender. Before the actual construction commenced the various component parts were placed close at hand, ready for fitting together. The workmen began early in the morning, and continued briskly till the breakfast bell sounded.

After half an hour's rest the workmen returned to their task, and labored steadily until the dinner hour, and thus the work proceeded until the engine was at last completed, with the exception of a coat of paint. This was quickly laid on with a spraying machine, and in less than half an hour was perfectly dry. The locomotive was then sent on a trial journey a few miles on the line, and all proved satisfactory, so it was sent with a luggage train to Peterborough. It has been in active service ever since, and is proudly displayed as a marvel of engineering quickness.

Hard on Pat.

Gentleman (to an Irishman)—"Well, Pat, I see you have a small garden."
Pat—"Yes, sir."
"What are you going to set in it for next season?"
"Nothing, sir. I set it with potatoes last year and not one of them came up."
"That's strange; how do you explain it?"
"Well, sir, the man next door to me set his garden full of onions."
"Well, had that anything to do with your potatoes not growing?"
"Yes, sir. Bedad, them onions was that strong that my potatoes couldn't see to grow for their eyes watering."
—Answers.

Thousands of Miles Arrow-Pierced.

Some years ago H. N. Clement, an Indiana farmer, shot at a flock of wild geese in the Kan Ka Mee marsh and bagged several of them. One of them wore as a breastpin an arrow nine inches long. The arrow was so unique



FLYING FROM THE YUKON PIERCED BY AN ARROW.

in formation that it could be ascribed to no tribe of Indians in the United States or in any other country. Finally Professor O. T. Mason, of the National Museum, said the bird and arrow could have come from no other place of the globe than the Yukon Valley. Thousands of miles the goose had flown with an arrow in its breast before turning up its legs at the shot of a Hoosier farmer.



THE BEGINNING OF THE TRAIL.

of hustling, necessarily, but I heard no complaint of any goods being stolen or lost—except temporarily. In fact, the whole community seems wonderfully honest considering that the black sheep of the continent are herding in this direction.

Merchants in tents leave their goods hanging outside all right; pilgrims leave their camps on the trail, with all their belongings scattered about; yet but few cases of pilfering have been heard of, and only one theft of money. This was in the case of a man named W. H. Davison, of Seattle, who for twelve days had \$1400 in his kit under a pile of feed in his tent. He left his tent often in perfect confidence, but one day he found his belongings had

spring and when they once more pack up for the Klondike.

Probably as many as fifty of such substantial dwellings are going up.

A curious phase of the situation among those who have decided to winter here is that nearly every one of them believes that he has just the natural gifts necessary to make a successful merchant. They are all putting their great stakes into goods, which they hope to turn into money again, with a large profit, by the spring, and then sell out an established business when the weather permits them to leave for the gold fields. Thus is the new city building up. There are thirteen saloons, a majority of their proprietors having plans for getting to