

WILL BREAK THE RECORD

Hannah to Make Still Another Trip

Work Has Been Begun on the Oil Tanks for the N. C. Co. at Circle.

The Hannah which arrived last night at 8 o'clock will probably break the record this season in the matter of the navigation of the lower river by the big boats. The present is her third trip this summer and she intends to make one more before the close of navigation. The latter, however, will only be a half trip as she will winter on this end of the line. St. Michael was left on August 1, the run up being made in fourteen days to the bar. Considerable time was lost on the flats where quite a low stage of water was found. Crossing the Eightmile bar and also the Evans bar it was necessary to lighten all the fuel aboard in order not to form too close an acquaintance with the sand and gravel. The Hannah brought up the material for the oil tanks at Circle City and the men to erect the station. The ground had already been prepared and work was begun at once. The material for the Tanana station will follow on the next boat. The Hannah also brought to Circle for Charles Lamb, a steam engine, hoist, five cars and about a mile of T-rails for a narrow gauge railway track to be used in the mines in that vicinity. The Louise was passed at Andreafsky where she was undergoing her annual inspection. She was shortly to leave with four barges which the Leon was bringing up from St. Michael. In a short talk had with Captain Newcomb it was learned that Rampart is beginning to enjoy quite a boom. People are arriving every day and more are en route. Circle City is also somewhat livelier than usual. Work has not yet been begun on the Marconi stations the government proposes to establish at St. Michael and Nome. No attempt will be made to repair the cable which has been so long out of use. Captain Newcomb will spend the coming winter outside, his first trip out since '98. The Hannah brought six sacks of mail, 400 tons of freight and the following passengers: Axel Anderson, Mrs. Rose Blake, J. Dehn, Thomas Dempsey, A. E. Epler, J. R. Evans, Emil Fjorenan, Thomas Gardner, J. H. Gidlund, Joe Gatt, Miss Cora Gustin, O. P. Hubbard, R. C. Hall, Eric Hard, Chas. Hicks, B. W. Johnson, M. Jackson, William Kahart, E. E. Lewis, J. D. Laronda, Miss L. Lempel, D. McGillivray, Charles Madson, John Moore, H. A. Moore, S. D. Melroy, G. P. Morris, F. E. Manchester, Mrs. C. J. Newcomb, Miss M. Newcomb, A. M. Nesbitt, J. Oldfield, A. Oleson, Andrew Oleson, Mr. and Mrs. Sam Parker, A. Ritchie, William Riege, S. Randall, Mrs. Restloff, J. Reynolds, Lynn Smith, W. Smouse, E. Thank, Miss M. D. Whitaker, Captain and Mrs. Wright.

Way business between Dawson and the mouth of the Stewart has increased sufficiently so that the Prospector considers herself justified in making a couple of special trips to that point. She will leave for Sixty-mile and the mouth of the Stewart on August 16 at 8 p.m. and on the 18th at 2 p.m. August 19 she will sail for Duncan creek and Stewart river points at 2 p.m.

The trim little steamer La France slid into port last night at 6 o'clock leaving again at midnight. Her passengers down were Mr. and Mrs. McCoy, Mr. Williams, A. Christopher and A. Matheson. Those leaving at midnight for the outside and upper river points were: Joseph Ladeet, John Vajsi, R. Rudles, Ed. Keys, L. S. Mills, Mrs. M. Bernard, A. Dolphin, Mark Foss, William Wilson, R. H. Roper, L. M. Hodgson, J. B. Fletcher, G. J. Smith, H. Jones, George Herd, J. P. Hitchcock, H. Martes, M. Hill, J. Murphy, Cora Gustin, Mrs. D. Whitaker, Mrs. Dr. Restloff, Prof. Louis Herdt, Andrew McGill, Joseph Kapler, A. McGayock, B. Young, W. Hoaglund, D. C. Shand, D. F. Cook, T. Peterson, Charles Peterson, Frank Lawson, Charles Lawson, G. H. Lipssett, S. G. Lipssett, T. Beaton, Robt. Gunn, William Kubo, L. Doer, William Shafer, Fred Reynolds, Joseph D. Eady, James Montgomery and Bert Millard.

The Yukoner arrived yesterday afternoon at 5 o'clock with a small list of passengers including Sergeant Barker, O. B. Lamont, John Ross,

E. Haanel and A. J. Beaudette. She leaves at 4 this afternoon.

The Thistle came in at 5 this morning making the run down in 29 hours. She will leave at 8 tomorrow evening. The following were her passengers: Miss Lucile Elliott, H. Planchant, Wm. Bullmer, George Laughlin, Mrs. Laughlin, Charles Laughlin, C. Lindmark, H. T. Bowles, E. Sweasey, D. C. Young, Charles Hiltz, A. Mestin, Albert Cabealavetta and V. Guimbar.

The Victorian pulled into port at 12:30 today with 118 tons of freight, 74 sacks of mail and the following on her passenger list: Mrs. E. L. Roberts, Tom Potter, Minnie Williams, E. Ellis, Jennie Matthews, Mrs. E. McAllister, H. R. Baldwin, L. A. Phillips, E. A. Briggs, Miss Lindsay, Master Lindsay, Mrs. Finnegan, J. W. Finnegan, W. Haynes, W. S. Lytle and G. A. Graham.

BONANZA AND ELDORADO.

Mr. Edward Keys of Monte Cristo Gulch has left for the outside to attend school at Seattle, Wash.

Mr. G. N. Williams of 27 Eldorado is in town on business today.

Mr. J. H. Atwood of Adams Gulch has just returned from Stewart river where he has been looking over the ground with a view to buying. He thinks Stewart will be all right.

Mrs. Will H. Seebone of Oro Fino and Mrs. Van Allen visited with Mrs. Clark of Grand Forks Wednesday.

Mr. Walter Woodburn, mayor of Grand Forks, made a flying visit to Dawson yesterday.

Messrs. Randall & Van Allen, who sold their interests on Adams Hill, will leave with their families for Los Angeles, Cal., in a day or two.

Messrs. Gregory and Elrholm sold 10 and 11 hillside, left limit, Adams Gulch, to the big New York concern for \$20,000. The principle object of the purchase was to secure the water right in order to do the assessment work on the Madsen concession recently purchased by the New York Syndicate.

Several religious denominations of Grand Forks are building churches, a full description of which will appear in these columns on their completion.

The calico ball given at Grand Forks last Friday evening was a big success. The house was crowded and everybody had a good time. Fine music was furnished as usual and dancing was continued until early Saturday morning.

Excursion Tomorrow

The ladies of St. Paul's (Church of England) will give an enjoyable excursion tomorrow on the Whitehorse which has been chartered for the occasion. The wharf will be left at about 3:30 in the afternoon and it is the intention to remain away probably four hours taking in the manifold beauties of the classic Yukon between here and the mouth of Swede creek. The ladies' guild will serve lunch and light refreshments and there will be music and dancing. Freimuth's orchestra having been engaged. The price of the tickets has been placed at the very modest sum of \$2.

Is a Great Man

Seattle, August 4.—"The present emperor of Germany is generally regarded as the most able sovereign in Europe, as has been demonstrated by both his foreign and his domestic policy," said Dr. Kurt Siemers, of Hamburg, yesterday. Dr. Siemers, who is a doctor of laws, with his friend, Maj. George Schaer, of the German army is now traveling around the world. His admiration for the ruler of his country is unbounded. He says Emperor William has purchased a commercial policy abroad which has brought German products to the front in all lines and has made Germany today the rival of any nation in Europe.

The German navy is used to protect the merchant marine, and the policy of the government is to aid directly the merchants in their efforts to sell German goods in every country on the globe with great success. Now Dr. Siemers says Emperor William is seldom cartooned, as the people have come to understand him. In Germany his trip to the Holy Land and the visit to America of Prince Henry are regarded as master strokes of diplomacy.

Maj. Schaer and the doctor are guests at the Butler hotel while in Seattle. This is the first visit of either to America. In crossing the continent both have become great admirers of Americans and American methods. Maj. Schaer is an officer of the Seventy-fifth regiment in Hanover. The two sail on the next Empress liner for Japan.

Clothing cleaned, pressed, repaired and made to fit.—R. I. GOLDBERG, at Hershberg's.

Every one a star at Auditorium.

Very Sad Case

Seattle, Aug. 3.—Archibald Gordon, the lineman who fell from a telephone pole on June 26, alighting on his head and shoulders, was adjudged insane in Judge Emory's court yesterday and will be taken to Steilacoom today.

His wife and 2-year-old child sat beside him during the doctor's examination but he had no word for his helpmate until he was being taken down to the county jail. Then he turned and bade her and the child good bye. His delusion ever since his accident has been that his wife was going around with other men, and he has shown a disposition to upbraid her not warranted by the real circumstances.

Gordon was working at the top of a pole belonging to the Sunset Telephone Company at Twentieth avenue and Madison street when his hand came in contact with a live wire. The shock caused him to lose his footing and he fell headlong thirty feet to the pavement below. He struck on his head and shoulders and was unconscious when the ambulance arrived. He was taken to Providence hospital, where an examination showed that his skull was fractured. He was not expected to live, but after a few days showed surprising signs of recovery and was removed to his home at 2724 Madison street. Here his physical condition continued to improve, but his mind gradually failed. Gordon shows no suicidal or murderous tendencies, and the doctors believe that a few months in the asylum may result in his cure.

Family Bathing Party.

Ballard, Aug. 8.—Yesterday as C. E. Dill, Ballard's water and light superintendent, was making an investigation of the reservoir on the side hill, near Woodland Park, he came upon a family bathing party, who were enjoying a bath in the spring from which Ballard gets part of its water supply. The family, whose name is Covey, beat a hasty retreat, leaving their clothes behind. Mr. Dill followed them to their home, where they confessed to having made a practice of bathing in the reservoir day times and turning the cow into the enclosure nights) thinking, they said, that the city did not use the spring. A warrant has been issued for their arrest.

Ballard is supplied with water from three sources—the artesian wells, the Cedar river and from this spring on the side hill near Woodland Park. It is an open reservoir protected only by a barbed wire fence.

By a Lone Robber.

Salt Lake, Utah, Aug. 7.—A special to the Herald from Ogden, Utah, says:

The Senate gambling hall on Lower Twenty-fifth street was held up tonight by a lone highwayman, who secured \$200. There were only half a dozen men in the place, most of them sitting at a faro table, when the robber entered the room, whipped out a revolver and ordered the occupants to throw up their hands. Covering the players with his revolver, he scooped up a lot of coin on the table, backed out the rear door and escaped.

Leaves for Home

New York, Aug. 7.—The Viscount De Clichamp, who is the French member of the party headed by Harry DeWindt, which set out from Paris on December 14, 1901, for an overland trip around the world, sailed for home today on the steamship La Bretagne. The viscount's arrival in Paris will complete his trip and he will be the second member of the party to arrive home.

The DeWindt party started out with four members. The two who are still traveling are DeWindt himself and an Englishman named Harding.

One Thing Seattle Missed

Seattle lately experienced a great disappointment. Harry Tracy's remains passed through that city en route from Spokane, near which place he was killed, to Salem, Oregon, where they were buried, without the casket being opened for Seattleites to feast their eyes on the features of the dead outlaw.

This is about the only thing Seattle has missed since the beginning of the Klondike boom five years ago. But it is possible that Seattle will have a plaster cast of Tracy's face made and annexed to its totem pole.

No Decision Announced

London, Aug. 7.—The question of organizing an Australian-Canadian shipping combine for a service between Canada, England, Australia and South Africa to compete with the American combine organized by J. P. Morgan, was again the subject of a prolonged conference today between the Australian premiers and Sir Wilfrid Laurier and other Canadian ministers. No definite conclusion, it appears, has been reached concerning the project.

WE'RE GOING TO MOVE!



On or about August 20th we will move to our new store on First Avenue, 3 Doors North of Queen St.



FIRST AVENUE
Opposite White Pass Dock

HERSHBERG

The Reliable Clothier,
1st Ave.

RAILROADS AND PUBLIC

J. W. Gates Has Something to Say

Favors Consolidation of Lines as Means of Reducing Charges to Patrons.

Being requested for his views upon railroad interests, Mr. John W. Gates, a man of much experience in them, replied:

"The railroad interests of this country are to go through a continual process of consolidation. Small lines will be absorbed by larger ones. The tendency of freight rates in the United States will within the next ten years be lower, and yet the profits of the railroads will, in my judgment, be even greater with the lower rates, owing to the improvements in rolling stock and motive power, road bed, the cutting out of curves and cutting down of grades and increasing train loads. A railroad president told me last Friday that within four months he will be hauling 3,000 tons net of coal per trainload, where formerly—not more than five or six years ago—600 tons was considered a fair trainload on this same road and this road at that time was in good physical condition. Only a few years ago every man of any prominence in the United States who was riding on a railroad pass felt as though he was entitled to it. This is being done away with more and more each year and justly so. The standard of railroad men is being elevated. Closer comparisons are being made; the cost of maintenance of road, rolling stock and maintenance of equipment are reduced. Greater care is being exercised in the purchasing and engineering departments. Many men who twenty-five years ago were presidents or general managers of railroads would not today be considered sufficiently efficient to operate a logging road. The system of accounts has become a science and has been brought down to the finest possible point. Directors are not so reliant upon the operating men of their road for the reason that they can make comparisons. The amount of money paid out by railroad companies in rebates since the passage of the interstate commerce law in 1886 would, in my judgment, almost pay the national debt. What has made the railroads poor has been the carrying of people for nothing and cutting nominal tariffs actually in two in many instances. The railroad situation in the United States today is better than ever in its history.

While rates are low, they are adhered to. There is not one dollar

paid out now in rebates where two years ago there was perhaps a thousand or ten thousand. This accounts very largely for the increased net earnings and the supposed decrease in the cost of operation. People here in New York have but a remote idea of the magnificent condition of most of the railroads of the west, unless they have traversed them within the past three or four years. The railroads have been earning so much money that their greatest trouble has been to hide a large portion of their net earnings, and this they have done by charging them to operating expense. Ten years ago nearly every prominent railroad in the United States was slow in paying its current bills, letting them run two or three months past due and in many cases three to six months. Today there is scarcely a prominent railroad in the United States that has not millions of dollars in its treasury, which it is continually using to

better the condition of its roadbed, to put in new steel bridges in place of wooden structures, to cut out curves and cut down grades, to erect new docks and generally to enhance the value of its property without materially increasing the rate of dividend."—New York Commercial Advertiser.

Job Printing at Nugget office.

For Sale

Complete freighting outfit consisting of heavy teams, harness, wagons, trucks, chains etc. Will be sold en bloc or in lots to suit purchasers. Can be seen at stables South Dawson. THE ORR & TUKEY CO., Ltd.

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We sell KOLA to build you up. Fine for the bright eyes and rosy cheeks. Take one drink of Kola and you will find it O. K. For sale by all dealers.

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A. M. Co. AMES A. M. Co.

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"No trouble for this store to show goods." The right kind at . . .

Prices That Are Dead Right

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Best Refined and Norway Iron

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FOR WHITEHORSE!

STEAMER THISTLE

Saturday, Aug. 16, 8 p. m.

For Rates, Tickets, Etc., Apply

Merchants' Transportation Company

R. W. Calderhead, Manager. L. & C. Dock.