

# THE SEMI-WEEKLY NUGGET.

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DAWSON, Y. T., THURSDAY, JULY 26, 1900.

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## IS NOT GUILTY.

The Charge Against Sid Barrington Dismissed This Morning.

WAS NO EVIDENCE AGAINST HIM.

Mr. Redpath Says He Is Not a Sailor, but Knows About Boats.

WRECK DUE TO MISHANDLING

Rather Than to Overloading Is What Most of the Witnesses Think.

From Wednesday's Daily  
The investigation of the charges made against Sid Barrington in connection with the Florence S case commenced yesterday before Inspector Starnes. The evidence brought out showed many things in an entirely new light. So much so, that Attorney Clark and Barrington's friends who are numerous, are in hopes that the case will be dismissed without coming to trial, as they argue there seems to have been nothing produced which implicates Barrington in any way.

Purser Maltby was the first witness examined and testified that the Florence S's cargo at the time of the wreck, consisted of about 25 tons of freight. Capt. Jordan was at the wheel at the time of the accident.

E. C. Adams, a passenger testified that about 1 o'clock when the accident took place, there were five large boxes of freight on the hurricane deck, and that Barrington was on deck shifting them.

J. F. Funnelli, a boy of 12, who was an employee of the boat, had seen Barrington at the time of the accident among the passengers reassuring them and telling them to keep quiet. He had been thrown into the water when the boat capsized, and was rescued by Engineer Blake.

Olive Daly, a passenger, told how the boat had listed to one side and afterwards tipped over. She had seen Barrington run upstairs and had been present when he was urging the passengers to keep quiet. She had remained on the hull till taken off with the rest.

Annie Schmeer, another passenger, told of the steamer's tipping to one side and taking water before the accident, and of a conversation she had had with Mr. Burns concerning the life boat. She also had been taken off the hull after the wreck.

One of the most important witnesses was Mr. Redpath, the man who tried so hard to save Mrs. Stewart from drowning. He testified that the Florence S. was overloaded, and that besides being overloaded she had a quantity of freight on her hurricane deck which was an unusual thing. The steamer, just previous to the accident had listed, righted herself, and listed again, and gone over. Then, when the parting of the vessel's parts came, he had jumped overboard after a lady. He had gone down the river a long way, the lady holding on to him, but at last, after telling him three times that she could not hold on any longer, she had let go and been drowned.

On cross-examination the witness stated that he had been introduced to Barrington as Capt. Barrington, and he believed him to be responsible for the loss of the Florence S. and the lives of those who had been drowned. He was very positive that the steamer was overloaded, because she took water over the gunwale, and a boat would not do that unless she was overloaded.

"How do you know the boat was overloaded?" asked Attorney Clark. "Are you a sailor?"

"No, I'm a miner, but I know about boats, too, and the Florence S. was overloaded." Attorney Clark—"Have you heard what the purser said about there having been only about 25 tons of freight on board at the time?"

"Yes, but what the purser says and what can be proved may be two different things. The Florence S. was overloaded." Chas. Bernsee, the cook, believed that the turn made across the current had been responsible for the mishap, rather than overloading. His testimony was somewhat at variance with that of Redpath, inasmuch as he saw Redpath jump into the water and Mrs. Stewart follow

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## RECEIVED BY WIRE. WAR IN THE AIR.

All the Nations of the Earth Out for Chinese Scalps and Ques.

U. S. TROOPS WITHDRAW AT TIENTSIN.

Americans Lost 140 Men as Against 3000 Chinese.

ENVOY TOLD TO MOVE ON.

300,000 Russian Troops En Route—U. S. Artillery Ready to Start—Brady Coming.

Shanghai, July 19, via Skagway, July 25.—Additional details have been received of the attack of the allied forces on the natives in the city of Tientsin on the 13th. After fighting hard all day, having laid in trenches filled with stagnant water and not tasting food, two battalions of the Ninth U. S. infantry moved back, the British sailors firing volleys to cover the retreat. The Americans, under a heavy fire, brought off all their dead, the number killed being 140.

Safe at Shantung. Paris, July 19, via Skagway, July 25.—An official dispatch from Shanghai dated the 18th says the governor of Shantung is authority for the statement that the foreign ministers, families and residents in that place are still safe, but that there is imminent danger of future trouble.

Heavy Chinese Loss. New York, July 19, via Skagway, July 25.—The Chinese lost 3000 men in the Tientsin fight.

The Russian government yesterday handed a passport to the Chinese envoy at St. Petersburg and requested him to get off Russian soil. The Russians are now satisfied that the Chinese government is countenancing the acts and directing the movements of the Boxers; and such being the case, the presence of the Chinese envoy is no longer desired nor is his life safe in St. Petersburg, or in any part of Russia.

En route to Manchuria, China, 300,000 Russian troops are now headed with all speed on the trans-Siberian railway.

The action of Germany in forbidding the sending and receiving by the Chinese embassy of cipher telegrams meets the approval of all the interested and allied powers.

British-Indian troops have been ordered to Wei Hei Wei to which place Prince Tuan's army is supposed to be marching and where there will probably be a sharp engagement.

There is delay in the forwarding of additional Japanese troops to China on account of the non-recognition by the other powers of the standing and rank of the Japanese army officers.

U. S. Artillery Going. San Francisco, July 19, via Skagway, July 25.—The batteries of the Third U. S. artillery have been ordered to prepare for departure for China at a moment's notice.

Soldiers Deserting. New York, July 19, via Skagway, July 25.—A number of U. S. soldiers have deserted through fear of being sent to

China. They became frightened on hearing of the disaster to the Ninth U. S. infantry at Tientsin on the 13th.

Fishermen on Strike. Vancouver, B. C., July 19, via Skagway, July 25.—Fishermen are on a strike and all the canneries in the district are tied up and shut down, presumably for the season. The ruin of salmon is very large and many hundreds of thousands of dollars will be lost to the country by the strike.

Governor Brady Coming. Skagway, July 25.—Gov. John G. Brady of Alaska, arrived here yesterday and left today for Nome via Dawson.

## THE ELECTION ORDERED.

At last the hopes of local politicians are to be realized. The order for the election which will be held here August 13, was received by wire by Commissioner Ogilvie this forenoon. The provision made in the Yukon act calls for the selection of two local members of the Yukon council. The time between now and the time set for holding the election is short, being only 19 days, which leaves but little time for electioneering.

The candidates, though, numerous, have done but little so far towards the real work in hand, and some tall hustling may be expected during the next 19 days. Doubtless the campaign will be what is termed in some of the states, short but aggressive.

## Proposed New Cable.

Washington, July 13.—An attempt has been on foot for some days to arrange between the powers now operating in China for an international cable connecting the base of Chinese operations either with Shanghai, Port Arthur, Yokohama or some other point through which more speedy communication can be had with the outside world. The state, war and navy departments here have all been parties to the conference, which has been conducted with a great deal of diplomatic secrecy. Both the war and navy departments have been figuring for months past on a transpacific cable, and consequently have all the necessary information at their finger's ends. The war department now has 50 miles of cable ready to ship to Manila, to be followed by 400 more about the 1st of August. This was to have been used for interland communication in the Philippines, but the urgency of the case may cause it to be diverted to China. No point has yet been decided on for either end of this international line, Chefoo and Taku both having been discussed for the Chinese terminus. It is 600 miles by water from Taku to Shanghai, the terminus of the French cable. It is less than 100 miles from Taku to Port Arthur, but the Russian land lines both in Korea and Manchuria have been subject to such serious interruption as to almost bar the consideration of this route for the international connecting line.

The expense of this undertaking, according to the present tentative arrangements, will be borne jointly by the powers interested. It is impossible at present to give a fair estimate of the time that would be consumed in carrying out the project, but it is probable that the United States is in position to do the work more quickly than any other nation.

## Clear and Cool.

The weather report this morning showed that from Dawson to Bennett the weather is clear and cool. The river is reported as being stationary, so far as rise or fall is concerned.

## ALL IS GLOOM

At Cape Nome as Seen by a New York Man Who Was There.

THERE IS ROOM FOR VERY FEW MEN.

Only Work Is That of Carpentering and Unloading Steamers.

NO NOME DUST IS SEEN.

Steamboats Will Not Return for Busted Mob—Great Suffering Is Predicted From Epidemics.

Washington, July 13.—The secretary of the treasury has received a letter from G. Rudolph, living at 826 Broadway, Brooklyn, N. Y., on the situation at Cape Nome, Alaska. The department sees no reason to doubt the trustworthiness of the story told by Rudolph and suggests its publication. It is becoming daily more apparent to the officials that the conditions in the new gold fields are almost certain to result in great suffering as epidemics of small-pox and typhoid fever are threatened.

Rudolph takes a very gloomy view of the outlook at Nome, where he arrived on June 12, and whence he departed on June 20. Of the men working on the Nome beach, he says, not one was taking out enough gold to pay for his "grub." The only place where he saw gold being taken out, he says, was between the beach and the tundra, and these men were only making wages of \$1 to \$10 a day. This place, he says, is about three-quarters of a mile long, and it is all taken up by about 500 men. Like the beach, it is now pearly worked out.

Along the several creeks, the writer says, probably 1500 men were at work.

Of general conditions at Nome, Rudolph says:

"When I left, 20,000 men were in the district and the only work was in unloading or putting up new buildings. The former task kept about 500 men busy and the building employed 300. When I left, June 20, between 500 and 1000 were arriving daily. I went on the San Blas, which made a trip on to St. Michael, and brought down 300 men. The Aberdeen, on which I came back, made two trips, and brought a few more than 500. Several other boats made one or more trips to St. Michael and brought more."

"There are far more destitute people at Nome than people on the outside know. The water wells I saw were 12 to 15 feet deep, and are sure to be contaminated by all these people huddled together. When I left there were tents, 20 deep and about three miles long. Now, you don't want to forget that it took more than 50 vessels to bring all these people to Nome, to say nothing of over 5000 coming from the Yukon. There are not inducements for the steamship companies to send their vessels back again for a busted mob. You may think that I am a cold-footed miser, but ask any miner who was in that country whether he saw any gold dust in circulation. That is the way to tell a good camp. In eight days I saw only one man pay for a purchase with dust. When asked about it, he said that it was from the Klondike."

## Ladue Co.

100 TONS

FRESH NEW GOODS

From over the White Pass R. R. have just arrived and more coming on each steamer. We have now a complete line of both Fancy and Staple Groceries. We can show you a full line of Hardware, including Building Material, Nails, Doors, Hinges, Building Paper and Haying Tools.

## In Stationery

We have everything you can ask for, including Day Books, Ledgers and Blank Books. For fine fresh Confectionery, Bon Bons and Chocolates we are strictly in it. Call and see for yourself.

The Ladue Co's Sawmill For Rough and Dressed Lumber

## THE WHITE HOUSE

FRONT STREET, OPP. YUKON DOCK  
We have just received the FINEST STOCK OF Ladies' and Gents' Furnishing Goods  
Ever imported to this country, and we invite the public to call and examine them. No trouble to show goods.  
THE WHITE HOUSE—BEN F. DAVIS, PROP.

## 75 TONS

Fresh merchandise just received from the outside—Groceries, Provisions, Fresh Potatoes and Hardware—which will be sold at lowest market prices. See us on outfits; we are prepared to fill them.

J. E. BOOGE, Yukon Hotel Store

## L. LEWIS & CO.

Have just received their stock of everything in the line of...

Tobaccos, Cigarettes and Cigars

Including the Famous

NEEDLE CIGARS

By the Box at Wholesale Prices

Victoria Block Second Street

## ARCTIC SAWMILL

Removed to Mouth of Hunker Creek, on Klondike River.

Sluice, Flume & Mining Lumber

Offices: At Mill, at Upper Ferry on Klondike River and at Boyle's Wharf

.....J. W. BOYLE

## A. M. Co. Busy as a Bee Hive. A. M. Co.

This store from 7:30 in the morning until 6 in the evening is one of the busiest spots in Dawson. Customers intermingled with loads of New Goods. Busy buyers in every department. The crowds of buyers and sales tell the story of this store. Fair treatment, good goods at reasonable prices are bound to win.

Ames Mercantile Co. Many New Delicacies, Grocery Dept. Inspect Our Shoe Dept.