

THE DAILY KLONDIKE NUGGET.

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DAWSON, Y. T., FRIDAY, APRIL 19, 1901

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M'CONNELL CASES OFF

Minister of Justice Wires King's Counsel to Nolle Prosequi the Charges.

MAGISTRATE NOT YET NOTIFIED

Another Appeal Made to U. S. Council.

NO ATTORNEY IN THE CASE

Edward McConnell in Court Today for Not Entertaining and Feeding Guard.

Ottawa, April 12, via Bennett, April 18.

The King's Counsel, Dawson, Y. T.: "Immediately nolle prosequi all proceedings in libel case charges against Mrs. McConnell."

The above telegram bore the signature of the minister of justice at Ottawa and, while not seen by the Nug-

get reporter, is said to be a true copy of what was delivered to the official to whom addressed at about noon yesterday.

As up to 2:30 o'clock this afternoon notice had not been served on Magistrate Starnes before whom the libel charges were preferred, and as Edward McConnell, husband of the person charged with the libel, was to be placed on trial this afternoon at 3 o'clock for ignoring the mandate of the court in that he failed to provide for the daily wants of an officer appointed by the court as guard for Mrs. McConnell during the period of her arrest and pending her recovery from illness sufficiently to appear in court, the former defendant concluded that some conspiracy or something of the sort was at work, hence, she made another appeal for protection to the United States consul, but just what course the latter is taking in the matter has not been learned. As the charges will not be nolle prossed until the notice is served on the magistrate, the question Mr. McConnell would like to have satisfactorily answered is as to why more than 24 hours have been allowed to pass without such service having been made.

The glory in having the order come from the honorable gentleman at Ottawa is taken by Mrs. McConnell to herself, as she steadfastly refused to employ an attorney in her defense. Evidently she knew what she was talking about when she remarked some time since: "I will trust my case to the minister of justice."

MANAGER TE ROLLER

Speaks on the Reported Combine but With Diffidence.

Manager Te Roller, of the S. Y. T. Co., was seen today after the interview with Capt. Hansen as published in today's paper, and he being requested to make a statement relative to his knowledge of the combination of the big companies, spoke as follows:

"My knowledge of the facts in the case are too meagre to permit of making any statements. It is my opinion, however, that some action is taken by the large merchants towards a movement which will be much more economical in management and a decrease of the investment of capital represented by dead stock and excessive operating expenses, thus putting business on a more solid basis, and place themselves in a position to give the customer the benefit of the reduction in investment and the cost of handling goods. We trust there may be no misunderstanding of the motives of the principals engaged in this matter, and hope the public will expect and realize that it is intended to benefit the consumer as well as the merchant."

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RECEIVED BY WIRE. BLACK'S BODY FOUND

By Travelers Along River Trail Near Selkirk.

Selkirk, April 19.—The body of Black who was lost from the river trail near this place early last January, was found today when the melting snow revealed its location. From indications, death resulted from cold and exposure.

INTENSE SUFFERING

Experienced by Victim of Cave-in on Bonanza.

Albert Berger the miner mentioned in this paper on Wednesday as having been caught by the caving-in of a tunnel on claim 11 below on Bonanza the previous day, was brought to Dawson yesterday and is now an inmate of the Good Samaritan hospital. Shortly before the cave-in occurred Berger had warned the other workmen that it was unsafe and they had withdrawn. As previously mentioned Berger returned for a candlestick when he was caught beneath the falling props and pinned down to the earth, one of his legs being beneath the timbers and in such position as to cause the broken bones to protrude through the skin in two places. In this position Berger lay for five hours and until 12 tons of earth could be removed in order that he might be rescued. During the time he suffered indescribable pain and agony and alternately prayed to and cursed at his rescuers to kill him and put him out of his misery, telling them that he would kill himself if, after being rescued, it was found necessary to amputate his leg.

Dr. W. G. Cassels is authority for the statement that Berger's crushed leg will be saved unless unexpected complications arise, but it is safe to say that the unfortunate man has endured suffering which very few experience and survive.

QUICK TIME TO DAWSON

Owing to Arrangements of C. P. R. and W. P. & Y. R.

A traffic agreement has been entered into between the Canadian Pacific and White Pass & Yukon railways, in passenger business, whereby it is possible to travel from the eastern terminus of the former road at Montreal to Dawson, a distance of 4465 miles, in ten and one-half days. The agreement goes into effect at once, and when the Canadian Pacific puts on its new summer train, which will be faster this year than it has ever been before, this time will be still further reduced.

The Canadian Pacific has issued a circular assuring passengers who contemplate making the trip that they will have every comfort and pleasure that can be made possible on fast trains and steamers.

The schedule arranged is from Montreal to Vancouver, 2906 miles, in five days; Vancouver to Skagway by boat, 900 miles, in three days; Skagway to Whitehorse by rail, 112 miles, one half day and from Whitehorse to Dawson, 440 miles, in two days.

The Canadian Pacific is arranging to care for a larger amount of business over this route than it has ever done in the past. It will not attempt to care for freight business to any great extent, but for the present will allow this part of the traffic to go, as at the present time by way of Puget sound.

Will Dance Tonight.
For the first time since previous to the commencement of the Lenten season the Terpsichorean Club will hold one of its regular balls in the Pioneer hall tonight. It is not probable that over one or two more balls will be given by the club this season.
Any kind of wine \$5 per bottle at the Regia Club hotel.

News From Valdes.

Seattle, April 7.—The steamship Oregon, Capt. Seeley, which held the record for fast travel between Seattle and the Copper river, arrived yesterday afternoon at 10 o'clock, beating her own time 50 hours, making the voyage in 10 days and 16 hours. Her previous record was 12 days and 18 hours.

The Oregon had 16 passengers, all from Port Valdes. They report about 400 people in the town of Valdes, with the trail from the seaport 250 miles to the interior strewn with Chestochena-bound fortune seekers.

The Oregon's officers report that Capt. Abercrombie, U. S. A., builder of the American military road from the seaboard to the Yukon, had gone to the interior to make preparations for summer work.

Chestochena arrivals at Valdes say there is more or less claim jumping in the new gold camp, and that prolonged litigation is bound to result.

Thomas Agen, H. M. Lane, O. P. Meyer and Robert Blei the well-known theatrical manager of Seattle, returned on the Oregon. Lane and Agen went North with a view to engaging in mercantile pursuits at Valdes. Both, after looking the situation over, concluded to return. They expressed themselves, however, as believing that the Copper river valley has a great future as a mineral producer.

J. H. Russell from Atlin B. C., arrived on last night's sage and is a guest at the McDonald hotel.

RECEIVED BY WIRE. ALONG THE UPPER YUKON

The Trail Is Fast Disappearing—Bad Near Stewart.

That the winter season for travel is about over is shown in the telegrams received this afternoon from the various stations along the road. The warm weather we have had here during the last few days and which has made such a big change in the condition of the snow, has been felt to a much greater degree all along the upper river. The report shows that water 25 miles in Thirtymile river and all along the snow is melting rapidly.

Every little stretch in which the sun casts a direct ray has a telling effect and will do a great deal in burying the break up.

The condition of the trail from the various points as received by wire this afternoon are:

Bennett—Warm and thawing, but no sign of the lake breaking up yet.

Whitehorse—Ice is still quite solid here and it looks as if it would last a week longer.

Lower Lebarge—Thirtymile river is open for 25 miles north and the weather continues very mild.

Big Salmon—There is lots of snow on the river at this place, but it has been thawing rapidly the last few days. There is no trail on the river here.

Selkirk—The snow has disappeared from the hills and the trail on the river is in very bad condition except the early morning.

Selwyn—The trail is in good shape yet, but is getting soft fast.

Stewart—Trail is in very bad shape. Horses breaking through the crust at every step during the middle of the day. The snow has thawed a great deal in the last few days and there is considerable water on the trail in many places.

Best assortment of Klondike views at Goetzman's the photographer.

The Pacific Cold Storage Co. offers every facility for keeping frozen products.

Fresh oysters. Selman & Myers.

CAPTAIN HANSEN

General Manager of Northern Navigation Co. Arrives.

FROM OUTSIDE ON STAGE LAST NIGHT

Now Has Thirty-two Steamers Under His Control.

WILL SELECT BEST OF FLEET

For Service on the River—Rates Will Not be Raised—Economy the Object of Combine.

There is now no doubt as to the authenticity of the report first published in this paper of the combination of the various transportation companies heretofore operating independent lines of steamers on the lower Yukon.

The news is confirmed by Capt. J. E. Hansen who for some years past has well and ably filled the position of manager of the transportation business of the A. C. Co. and who, owing to his experience and sterling qualities as a business man, has been chosen to manage the enlarged fleet resulting from the combination of the shipping interests of the following companies' steamers: Alaska Commercial Co., 10; Alaska Exploration Co., 6; North American Transportation & Trading Co., 3; Empire Transportation Co., 5; Seattle-Yukon Transportation, 3; making in all 33 steamers which have heretofore plied between Dawson and St. Michael.

The statements made by Capt. Hansen regarding the object of the combination are in keeping with those previously published in this paper as wired from San Francisco, namely, that of reducing the cost of transporting goods to Dawson and other points. The operation of 33 steamers on the lower river has been proven to be uncalled for, the amount of freight handled not justifying the use of so large a fleet.

It is for the purpose of looking over the combined fleet, taking stock, so to speak, and selecting therefrom such steamers as are best suited to the work required, namely the transportation of supplies from St. Michael to Dawson and way points at a minimum cost. It is not proposed to put all the steamers of the combine in commission on the opening of navigation, but only such as the exigencies of business demand. The active fleet will be added to as occasion requires.

Capt. Hansen says the public may rest assured that it was with no intention of increasing transportation charges that the combine was made. That the combined interests realize that the lowest possible rate of transportation will aid in the development of the country on which depends the future success and growth of the interests of the country; that no advantage will be taken on account of the combination.

Capt. Hansen does not expect exceptionally heavy travel from St. Michael to Dawson this season, not

(Continued on Page 4.)

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