

The Klondike Nugget

Telephone no. 12. (Dawson's Pioneer Paper) Issued Daily and Semi-Weekly. GEORGE M. ALLEN, Publisher

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LETTERS. Small Packages can be sent to the carriers by our carriers on the following days: Every Tuesday and Friday to Skagway, Bonanza, Husker, Dominion, Fold Run.

SATURDAY, OCTOBER 11, 1902.

\$50 Reward.

We will pay a reward of \$50 for information that will lead to the arrest and conviction of any one stealing copies of the Daily or Semi-Weekly Nugget from business houses or private residences, where same have been left by our carriers.

KLONDIKE NUGGET.



AMUSEMENTS. Auditorium—"Sweet Lavender." Standard—Vaudeville.

ROSS NOT TO BLAME.

There is no disposition among a small class of voters to hold aloof from giving active support to the candidacy of Mr. Ross upon the ground that the latter must be held responsible for the sins of omission and commission charged against the government in the early days of Yukon history. Brief consideration of the facts in the case will serve to remove any scruples which may be felt in that particular connection.

One of the most serious charges laid against the government at that time rested upon the fact that under-officials made use of their positions for the purpose of securing gain to themselves. In the rush and tumult of those early days opportunities for crooked work were presented and it may be said were not left unimproved.

But Mr. Ross cannot be held accountable for the wrong then done by reason of the very simple fact that he did not come to Dawson until long after the ten dollar door and other similar abuses had passed into history. To blame Mr. Ross for the conditions which then prevailed is not only unfair and unjust but illogical in the extreme. Ever since the arrival of Mr. Ross in the territory, his name has stood as a synonym for honesty, efficiency and progress and he has given to the Yukon the very best administration the territory has ever enjoyed. He has done his work quietly, unostentatiously but effectively in the extreme and with results which today speak for themselves.

In endeavoring to find campaign material his enemies find themselves confounded and condemned out of their own mouths. Mr. Ross has proven himself a staunch and loyal friend and servant of the people and in advancing him to the high trust which will be reposed in him on Dec. 2nd they will merely be giving due recognition to merit.

INSATIATE GREED. As was brought out in these columns yesterday the News has sought to justify the publication of two opposed papers on the weak ground that one man is frequently interested in two competing railroads or other similar enterprises. This puerile plea has brought forth nothing but a storm of ridicule. Never before has a newspaper propounded such a theory. The advocacy of a principle is one thing—and the investment of money in a financial enterprise is another. If the publisher of the News is conducting two papers on behalf of two opposed candidates he is engaged in legitimate journalism, why have such strenuous efforts been made to conceal the fact from the people? Why did not Roediger come out plainly, fairly and squarely and explain the facts to the public instead of waiting until he was forced? Why was the farcical exchange of hostilities between the Sun and News maintained, except to befoul the people and give the thing the appearance of being square, and above board.

Did anyone ever before hear of a newspaper publisher permitting him-

self to be hideously cartooned in his own paper, and does anyone imagine that such a travesty has been perpetrated in the Sun for any purpose other than to cover deceit and trickery? For weeks the public has been led to believe that the Sun and News have been legitimately opposed to each other—that they were under separate ownership and had nothing in common. Why was this sham and hypocrisy practiced, if not with the object of throwing dust in the eyes of the public?

And now that the trick has been exposed—the mask torn off, and the double trickery laid bare, the pitifully weak excuse is made that moneyed men frequently hold stock in competing enterprises. Thus in one short sentence the News has acknowledged that there is absolutely no moral obligation that its publisher owes to the public. It recognizes as legitimate and honorable the advocacy of two opposing principles by the same individual—a theory in direct violation of the precept laid down 2000 years ago that no man can serve two masters. The News and Sun as now conducted are simply two machines, with no guiding principle behind either except the principle of insatiate greed.

Roediger ought to bring a libel action against himself on account of the cartoon published in yesterday's Sun.

New Political Parties.

After a lapse of several years in which no attempt has been made to found a new political party, two Chicago men have seized upon the psychological moment and have begun a movement to establish another national political party. The leaders of the movement are William T. Dunne, former president of the Chicago Federation of Labor, and James H. Payne, president of the Chicago Boxmakers' union. Associated with them are several other prominent leaders in the labor world and, though no name has yet been assigned to the new party, it is probable that "the labor party" would be the safe appellation. The movement is said to be meeting with considerable success and is being taken up rapidly by the labor organizations of the country.

But the new party will lack the same elements of success that all other class parties have lacked. Their weakness lies in their oneness of purpose, their narrowness. The prohibition party, the farmers' alliance and Coxy's army are examples of this principle. The prohibition party has as its main theme the stopping of the liquor traffic. Because of the limited scope such a party necessarily has, it cannot succeed try though its members may with all the earnestness and the skill in the world. The farmers' alliance was devoted to the farmers' welfare and Coxy's army to that of the unemployed. Because the scope of these parties was limited and because they appealed to but one class they failed. It will no doubt be the same with the new labor party. It is being founded, not for the welfare and uplifting of all classes, but for that of one. Its promoters are specialists, men of one idea. Instead of choosing leaders from different fields of action, Payne and Dunne represent the same class, the laboring class. They have studied the same problems, have arrived at the same conclusions; their judgment of things is from the same point of view. In other words, the party will fail because it is narrow. There will probably be advocates of the one-sided party to the end of time. The prohibition party, mainly from force of habit and from loyalty to its principles, places a ticket in the field each year. Its one idea probably appeals to as many individuals as would any one idea taken from the principles of the republican or democratic party. But a faction which seeks the gratifying of but one idea and the uplifting and benefitting of but one class will always be ineffectual.—Anaconda Standard.

Paul Mercier, the government engineer who succeeded Mr. Tarte in the improvements of the navigation of the upper river, came in on the Casca on a visit to Dawson. He is accompanied by Mrs. Mercier, D. MacR. Minard, the accountant of this government work, is also of the party.

At Auditorium—Sweet Lavender. French tobacco at Gandolfo's store.

FELT SHOES

We are showing a full line for...

Men, Women, Children.

All qualities.

J. P. McLENNAN

233 FRONT ST. Phone 101-B. Agent for Standard Patterns.

FREIGHT AT WHITEHORSE

Manager Rogers is Still Optimistic

Seven Steamers Reported on the Way Down the River to Dawson.

The change of the moon last night brought nearly as much satisfaction to Manager Rogers of the White Pass as the presentation of a gold watch yesterday. It stiffened his optimistic opinions as to the freight situation. For the change of moon, happening at the hour it did, presages snow and rain, but says nothing of frost. Therefore navigation will remain open until all the freight can be brought in.

"You see, we have no information what the last bunches of steamers arriving at Skagway brought in," Mr. Rogers remarked this morning. "If they did not bring in much we shall be all right. I don't think there will be more than 500 tons left at Whitehorse anyway. And there ought not to be any, with the weather we may reasonably expect and the crowd of boats we have running. We have all our own boats and also those of the other lines. We may use scows to push along in front of a steamer, and to lighten the steamer's load, as owing to low water she cannot be loaded to her full capacity, but we are not going into the scow business. I still think we shall get all the freight in without having to have recourse to scows."

The latest advices from Whitehorse state that after all the fleet now on the way down left there nearly 1200 tons were still awaiting shipment, and that about 400 tons more were believed to be on the way in from Seattle and Vancouver. The price of scows has taken a big jump at Whitehorse the last few days, and is still going up. One man in Dawson purchased three small scows on Wednesday and paid \$1200 for them. The price, however, is not likely to grow exorbitant, for the reason that there are many scows left over from last season and quite a number have been built this summer.

Of the several boats overdue at this port the Casca was the first to get in. She arrived at noon and had passed the Yukoner high and dry at Minto crossing, and the Bonanza King and Mary Graf on a bar at steamboat slough, about ten miles above Thistle. The position of these incoming boats as reported by wire is as follows:

Yukoner passed Stewart at 10:15 a.m. today. Mary Graf passed Stewart at 10 a.m. today. Selkirk passed Stewart at 10:30 a.m. today. Columbian passed Selkirk at 4 p.m. yesterday. Whitehorse passed Tantalus at 4 p.m. yesterday. Bonanza King passed Selkirk at 9 a.m. yesterday. Bailey passed Hootalinqua at 6:30 p.m. yesterday.

Will Sail to Tiburon.

"Arizona Charlie, the King of Tiburon Island," returned to Los Angeles last night from San Diego, where he had gone in search of a boat suitable to carry his party of about forty men that will attempt to take Tiburon Island, in the Gulf of California, from the Seri Indians, aborigines who have successfully defended their little domain against all comers.

Charles Meadows, for that is the civilian name of the new island potentate, found just the boat for his use, the steam yacht San Diego, of 100 tons burthen. The yacht is owned by R. W. Orzum, who has offered to lease her to Mr. Meadows. She is 110 feet long, 20-foot beam, with a forward draft of 7 1/2 feet and aft 8 feet. She carries three Hercules engines, with a combined force of 200 horse power. The San Diego's speed is ten knots.

The San Diego will sail from San Pedro October 15. On the same day several of the party will go by train to Yuma, where the schooner Retta will pick them up, to carry them down the Colorado river. This is done to enable those who wish it to have a chance at the big game in the delta country. The San Diego will pick them up at the mouth of the river.

The San Diego will touch at Guaymas, where Governor Luis Torres of the state of Sonora, Mexico, will join the expedition. The governor has assured Mr. Meadows that any assistance that may be wanted to effect a landing on the island will be given. Mr. Meadows has a deed to Tiburon island.

He is given full authority by the Mexican government to take possession.

Big Transfer of Property

The largest transfer of property ever recorded in Dawson was filed a short time ago, and the transfer of groceries at Dunham's is increasing daily because he carries the best.

Cut flowers. Cook's, phone 1808.

TELEGRAPH BREVITIES.

The will of Marie Henriette, Queen of the Belgians, was opened at Brussels recently. It directs that she be buried beside her son and that there shall be no public lying in state. The queen bequeaths her twelve horses to her private secretary, Baron Goffinet, upon whom King Leopold yesterday conferred a commandership in the order of Leopold, in recognition of the Baron's devotion to the late queen.

At Pretoria Max Ernest Henschell, a German subject, has been convicted of treason and sentenced by a military court to ten years imprisonment at hard labor. Last March after having taken the oath of neutrality, Henschell started for Germany, carrying with him a number of Kafir curiosities. Among these were found certain documents addressed by Commandant Meyers to former President Kruger and Dr. Leyds, the Boer representative in Europe. The accused admitted that he was to get \$5,000 for delivering the letters.

Sir Charles Markham, president of the Royal Geographical Society of England, declares that Captain Sverdrup's expedition was the most successful yet undertaken for the exploration of Greenland, surpassing all that had been accomplished by Kane, Hall, Greeley and Baldwin combined. He believes that it will be productive of the most valuable results since the time of Sir John Franklin, as the expedition covered 3,000 miles of land, of which 1,500 was newly discovered land.

Secretary Hay has sent urgent instructions to the United States diplomatic officers abroad to do everything within their power to secure displays for the World's Exposition at St. Louis from countries in which they are accredited.

Mission institutes for the benefit of Swedish and Finnish immigrants are to be established at Chicago and New York by the Swedish Baptists of America. The object will be to protect friendless foreigners.

Harry Stratton has filed notice in the county court of El Paso county that he intends to contest his father's will. He claims that the will bearing date of August 5, 1901, is not his right will, and that a second instrument is in existence, but has not made its appearance as yet. It is said that the son is backed by a syndicate which has offered to pay the expenses of the contest on certain conditions. The syndicate has assured Mr. Stratton that he will not lose his \$50,000 even if the will is upheld by the courts.

Before leaving Washington for the west Secretary Root issued an order establishing the general scheme of education and training officers of the army. The order establishes schools at every post in the army for officers including all lieutenants and captains.

John D. Long, ex-secretary of the navy, has been chosen president of the board of overseers of Harvard university. Deans were elected as follows: Harvard College, Byron Satterlee; graduate school, John Henry Wright; Lawrence Scientific School, Nathaniel S. Shaler; Dental School, Eugene H. Smith. John Goddard Hart was chosen instructor in English. Edward Hale, A.B., was reappointed assistant professor of homiletics. John Templeman Coolidge, Jr., was appointed trustee of the museum of the arts for the remainder of the year 1902, in place of Arthur A. Carey, who recently resigned. Maurice Howe Richardson, M.D., was elected associate professor of clinical surgery.

The injuries to the Havana floating dry dock are more serious than at first supposed.

President Palma will soon call a meeting of the officers of the Cuban army to consider the immediate increase of the artillery corps to 500 men. This will be done with a view to replacing the American soldiers now guarding the Cuban coast.

Germany's naval station in the West Indies has grown so important that an admiralty staff officer has been attached to the squadron commanded by Commodore Scheder. The appointee is Captain von Levetzov, of the German cruiser Vineta.

Austin Chamberlain, of the British postal department, has asked Signor Piscicelli, inventor of the electric mail carrier, to visit England. He will be invited to explain his system for the benefit of the postal authorities.

The latest railroad enterprise for Mississippi is a cotton growers' railway, an electric line twenty miles long, which will penetrate the richest section of the Delta, and connect the Southern with the Illinois Central at Greenwood. The primary object of the road is to reach one of the largest and finest beds of gravel in the south, but incidentally it will be of great benefit and convenience to the large planters of that section, who at present find considerable difficulty in getting their product to market.

Andrew Carnegie has gone to Baltimore to visit King Edward. Lord Rosebery and Spencer Churchill are at Baltimore.

DAWSON MARKETS

Conditions Better Than a Year Ago

Shipments Heavier, Sales Larger and Declared to be More Easy.

After months of persistent howling by the pessimists who were positive the camp had seen its best days and was now going down hill, it must seem rather strange to them to consider the vast quantities of machinery, provisions and other commodities that are still pouring into the country amounting almost to a freight blockade at Whitehorse. For several weeks every boat that has arrived from up river has been loaded to its fullest capacity and it is a very grave question in transportation circles today whether or not all the freight now en route will reach its destination before the close of navigation.

Among the wholesalers and jobbers it is freely admitted that trade is better today than it was a year ago at this time. Shipments are heavier, sales are larger and money is easier. As the open season is drawing to a close a review of the situation and the stocks on hand reveals the fact that there is not likely to be a shortage this season in any of the staples. Large stocks of perishables are arriving every day and there can be no question of an abundant supply of potatoes, cured meats, fruit, eggs, etc. In the past week eggs have advanced another notch or two and are now held firm at \$16 where a month ago they were a slow sale at \$12.50. Potatoes remain stationary at 7 to 8 cents; onions the same. There is a plentiful supply of home grown turnips, rutabagas, carrots and celery, the latter, however, not of the best quality. A few tomatoes still remain in market. Apples, of which there are some excellent varieties on hand, have advanced slightly. Oranges are also a little higher than they were last week. Lemons are comparatively slow sale now that the season of soft drinks is passed, being quoted at practically the same figure for several weeks.

In the meat line large quantities of cattle, hogs and sheep have arrived on foot recently and there are tons and tons of cold storage stock on hand. Altogether, the outlook for trade this winter is much brighter than it was last and those who weathered the storm last season have need of but little fear for the present. General quotations for the week are as follows:

STAPLES.

Flour \$2.75 \$3.00 Sugar, per 100 7.00 9.00 Beans, per 100 8.00 8.00 Beans, Lima 10.00 11.00 Rolled Oats, per 100 8.00 9.00

MEATS.

Beef, pound 19 20@50 Veal, pound 35 30@60 Pork, pound 22 30@50 Ham, pound 27 30 Bacon, fancy 37 35 Mutton, pound 25 35@50

BUTTER, EGGS, CHEESE.

Agens' butter, 60-lb. \$30.00 \$1.00can Elgin butter, 60-lb. 25.00 1.00can Coldbrook 23.50 1.00can S. & W., 48-lb. 30.00 1.50can Eggs, fresh 16.00 .50

MILK AND CREAM.

Eagle, case \$10.00 \$11.00 Highland, case 8.50 12.00 Carnation Cream 9.00 10.00 St. Charles 7.00 9.00

CANNED GOODS.

Roast beef, doz 4.50 3 for 1.00 Mutton 3.50@4.50 2 for 1.00 Ox tongue 12.00@15.00 1 for 1.25 Sausage meat 4.00 2 for 1.00 Lunch tongue, case 9.00@11.00 1 for .50 Sliced Bacon 4.00 4 for 1.00 Roast turkey 7.00 1 for .75 Corned beef 2.50 2 for 1.00 Sliced ham 4.50 3 for 1.00 Salmon, case 10.00 3 for 1.00 Clams, case 5.50 4 for 1.00 Tomatoes 4.25 4 for 1.00 String beans 4.50 4 for 1.00 Green peas 4.50 4 for 1.00 Cabbage 7.50 2 for 1.50 S. & W. fruits 14.00 3 for 1.00 Simcoe fruit 6.25 3 for 1.00 Choice California Mission Fruits 8.50@10.00 Silver Seal 11.50 2 for 1.25 Succotash 7.00 3 for 1.00 Lubek's potatoes per tin. 9.00 2 for 1.00 Beets 9.00 1 for .75 Asparagus 12.00 2 for 1.00 Asparagus tips 14.00 Celery, 4-5 stalks, doz 12.00 1 for .50

MISCELLANEOUS.

Potatoes 7 10 Onions 7 10 Cabbage 10 15 Turnips 10 15 Lemons, case 6.00 8.00 Oranges, case 12.00 14.00 Rolled oats 4 5 Oats 4 5 Hay 12.50 Soap 1.00 Tobacco, Star 1.00

WE are now prepared to do all kinds of Casting & Machine Work.

Repairing a Specialty.

Yukon Saw Mill Machine Works and Foundry.

1st Ave. and Duke St. Phone 27. Dawson.

Here With the Goods

We have the most complete line of Hardware, Ranges, Cook Stoves, and Heaters, in the City. Also a full line of Steam Hose, Pipe and Fittings, Thawing Points, Giant Powder.

Get Our Prices. They Will Get Your Order

Dawson Hardware Co., Ltd.

SECOND AVENUE. TELEPHONE 36.

CHICKENS, FISH AND GAME.

Poultry, pound 40 45 Broilers, pound 50 60 Greyling, fresh 40 40 Halibut 30 35 Whitefish 25 35 Pickered 40 50

cup, nothing definite is known, but there is every reason to believe that the same syndicate will construct a boat to meet Shamrock III. There are many New York yachtsmen, however, who believe that the Constitution, properly managed, is the best yacht to defend the cup. It is certain that the Constitution will be given a thorough try out before another yacht is selected. Blue and yellow French tobacco at Gandolfo's.

It's the Third Shamrock.

Yachting authorities in the United States and England are unanimous in the belief that Sir Thomas Lipton will never give up building yachts until he constructs one that can lift the America's cup, remarks the Philadelphia North American. Twice before has Sir Thomas challenged for the international trophy, and the manner in which he has lost is certainly provoking.

Friends of Sir Thomas have admitted that he is making elaborate plans for a third challenger, and that William Fife will be the designer. Sir Thomas thinks that the third challenger can not help but lift the cup, for, as he wittily puts it, this will be the third leaf, which will make the shamrock complete, and judging from the narrow margin by which his yacht lost the last time, America has good reason to fear that he may take the cup home with him.

An eminent English authority on yachting declares that Sir Thomas has another motive in determining to make a third effort to lift the cup. While it is admitted that his first two attempts were merely to lift the cup for England, his determination not to give up has now become a matter of honor with him. The Irish sportsman refuses to admit himself beaten. If this is the way he looks at it, the chances are that challenges will come year after year until one of the attempts is successful.

William Fife, who has been selected to design the Shamrock, is determined to be more conservative in planning the third challenger for the America's cup, and has introduced many unexpected features to it. His experiences with recent challengers have made him distrustful of new metals and alloys, and he has decided to drop them. Consequently the contract which the Denny's have in hand provides for the building of a cup racer wholly of steel. The frames of the attempt will be thin plates of nickel steel.

The Denny's experimental tank has been used, but the experiments have not been allowed as previously to dominate the model. The latter will be prepared at Fairlie, principally from knowledge of the faults and conditions which the designer recognized in the first Lipton challenger.

This completed model, when tested, may be found satisfactory and no alterations may be made. This is directly opposite to Mr. Watson's method for the Shamrock II, which was evolved entirely from tank experiments.

Although a great deal has been published about the arrangements for the new defender for the America's

Last Trip Str. Clifford Sifton

— WILL SAIL FOR WHITEHORSE — TUESDAY, OCT. 14.

FOR TICKETS, RATES, ETC., APPLY L. L. JAMES, Agent, - Aurora Dock

STR. CASCA Leaves Dawson for Whitehorse

SATURDAY, OCT. 11th. 2 P. M. Office, Aurora Dock. Frank Mortimer, Agent

The White Pass & Yukon Route

(THE BRITISH YUKON NAVIGATION CO.) Operate the Fastest and Best Appointed Steamers Between Whitehorse and Dawson.

Will Sail for Whitehorse Friday, October 10th 12:00 P. M.

Only Line Issuing Through Tickets and Checking Baggage Through to Skagway. J. P. LEE, Traffic Mgr., Seattle and Skagway. J. H. ROGERS, Gen. Agent, Dawson. J. W. YOUNG, City Ticket Agent, Dawson.

New Stock AT THE NUGGET JOB PRINTERY New Type

THE ORR & TUKEY CO., Ltd.

STAGE AND LIVERY

Alaska Flyers

...OPERATED BY THE... Alaska Steamship Co.

DOLPHIN AND HUMBOLDT Leave Skagway Every Five Days

SCHEDULE DOLPHIN leaves Skagway for Seattle and Vancouver, transferring to Victoria, Sept. 11; Oct. 1, 11, 21, 31. HUMBOLDT for Seattle direct, transferring to Vancouver and Victoria, Sept. 6, 16, 26; Oct. 6, 16, 26.

Also A 1 Steamers Dirigo and Farallon Leaving Skagway Every 15 Days.

FRANK E. BURNS, Supt., 606 First Avenue, Seattle. ELMER A. FRIEND, Skagway Agent