

The New Battleship Maine.

On board United States battleship Maine, off Boston, Aug. 23.—Amid a panoply of mimic warfare the new battleship Maine established record figures for the United States Navy today. Under anything but favorable conditions she set the mark for a four-hour trial at 18.3 knots per hour. But this utterly fails to tell how fast the great ship did, or can go; for she finished with a dash at the rate of 18.9 knots and had she enough deep water ahead to have continued she could doubtless have gone beyond 19 knots for another four hours.

There was no call for any such exhibition, as all were satisfied, even the veriest handsmen aboard appreciating the beauty of her performance. A conquered ocean rolled sullenly toward the rockbound coast as if disgruntled at its inability to stay her progress.

Around in plain view, or dim on the hazy horizon, could be seen the ships of Rear Admiral Higginson's fleet. Throughout the trial they kept in sight, and at frequent intervals a dull, gray torpedo boat or a destroyer darted along the course. They seemed to hail their new-found sister with right good will, for when close enough they invariably gave her the honored three-whistle salute of the sea. The Maine's answer was cordial, but she and her men had no eyes for anything except the six black government tugs anchored just 6.6 knots apart, which marked the course.

A REMARKABLE TEST.

This was beyond question the most remarkable trial to which an American ship was ever subjected, in that no special preparations were made to force the last inch out of her. The nerve and confidence of her builders in attempting such a thing was fully appreciated by the men aboard, who knew a battleship as well as a shoemaker knows his last. To begin with, her bunkers were filled with ordinary run of mine coal from the bituminous fields of central Pennsylvania. It was not too good for even that variety. Then her crew was picked out of the ordinary run of stokers to be found along the wharves. There was no special selection. Many of these men had never seen the steroom of a warship before.

"We want to try her under exact service conditions," said E. S. Cramp, and he did it. At the conclusion of the run he said:—"I would rather get 18.3 as we did than race her at 19 knots over the whole course. What she did today

she can do any day, and in any competent hands."

It was gray morning at best when the ship's company turned out and awaited the arrival of the trial board and the invited guests. All were on board by 8:30 o'clock, but it was 9:15 before Pilot Lawlor decided to trip his anchors and feel his way over the hidden rocks that pave the harbor's mouth. He ran out at less than five knots—speed until Boston Light dropped astern, and the great ship was at last unfettered and facing the ocean. The wind came in stronger from the eastward, and some vagrant storm was sending visiting cards in the shape of mile-long swells that slammed themselves in useless fury against the prow of the ship. She coaxed her way along, leaving a broad trail of brown smoke.

Gradually the steam mounted in the gauges, and with added power the Maine swept off faster to the eastward. Just off the entrance to Gloucester Harbor appeared the battleships Alabama and Massachusetts, with spotless white hulls and superstructures of pale bluff.

RUSH ACROSS THE LINE.

The tug marking the start was dead ahead and close aboard when Pilot "Gus" Clampitt took the wheel, and with a scarcely perceptible twist set the big fighter true on her course. The time for play had ceased, and the big ship seemed to know it. As sweet and as true as a baby in its sleep she cuddled down to the steel-backed tide and rushed across the line. She was doing 17.61 knots when she squared for the second mark in the teeth of wind and current, and it seemed but an instant until she had brought the fall twin lights on Thatcher's Island abeam—a fact that made little difference to her for there was a pressing engagement at the end of the line.

Past the second tug she swept and entered the zone of worst currents. The wind increased and the sea came bounding against the starboard bow, its scattered drops falling on the forward deck like a rain of buckshot. Outside the course a Gloucester fisherman, ever patriotic, dipped the tiny flag at the peak of his fifty-ton schooner. Past Mark-Boats 3, 4 and 5 the Maine sped, but never again the conditions she faced could she get the 18 knots. One leg she fell to 17.23, but even this did not shake the confidence of those who knew her best.

"She will do it," said Captain Bucknam, "she is hardly warmed up yet."

Immediately after the run the board decided on the turning trials. The helm was reversed from hard starboard to hard aport, and for an

SWIFT RUN HOME.

hour the big ship cut the figure & on the ocean, turning completely in but little more than twice her length, and handling so easily that one could scarcely credit the fact that the big hull was drawing 23 feet 6 inches of water, the displacement being 12,350 tons.

Congratulations were in order after the trial, and the praises of the ship and her builders were sung again and again. Edwin S. Cramp had little to say. "I knew she could do it and she has, that is about all there is in the matter," he said.

Maine's representatives aboard were enthusiastic. The next legislature in the Pine Tree state will vote an appropriation for a complete silver service for the vessel. So she will come back to the Delaware crowned rightly as the navy queen.

When congress decided on plans for this ship and her sisters the speed called for was sixteen knots. The bids did not come within the limit of the appropriation, but Charles H. Cramp came to the front with plans of his own and offered to produce an eighteen-knot battleship if the changes he suggested were adopted. He substituted Nictaeus water tube boilers for the old-Scotch variety, cut down the weight of armor and drew lines for a hull that even with 72 feet 2 inches beam on a length of 388 feet had the symmetric and clean runs fore and aft that characterize American ships and bring speed.

His plans were adopted, and today he stands crowned with his ship, the originator and producer of the first American eighteen-knot battleship.

T. T. ALLEN.

From Danish Nobility

Copenhagen, Sept. 1.—William Bartholin, who is wanted by the police of Chicago to explain the murder of his mother and his sweetheart, Minnie Mitchell, is the son of a scion of Danish nobility, William Peter Bartholin, who died at the old Soldiers' Home, Milwaukee, Wis., some years ago. The elder Bartholin came from a distinguished family of Danish nobility. He was a jurist, was educated at the University of Copenhagen, and had the title of gentleman of the bedchamber. He emigrated to America in 1859, and had many vicissitudes there. At one time he worked as a scavenger. He has near relatives living in Denmark.

The Danish government believes that the elder Bartholin died a natural death, but has instituted an inquiry into the cause of his death.

The Plunger at Auditorium.

soapsuds. Allow some of this to remain upon the stain for a couple of hours. Then wash and iron, and the mark will have disappeared. Mildew on linen may be removed with soft soap and chalk rubbed over the discolored place before it gets into the wash-tub.

Uppopular Judge

With the exception of a single clique the miners and merchants of the Council district are a unit in desiring that Commissioner Ferguson be removed before his resignation takes effect at the end of next month. The mining season would then be practically over, and litigants who will not file suits under his biased administration would be prevented from accomplishing anything this season. It is understood that the following gentlemen are applicants for the commissionership: H. C. Gordon, deputy clerk of the U. S. court; Attorney W. H. Bard, Attorney Wm. C. Love and J. J. Underwood.

Ferguson was appointed two years ago by Judge Noyes. He has proved himself autocratic and incompetent and is disliked and discredited by the majority of citizens in his district. Following are a few specific charges which have been made by residents of Council to the Gold Digger:

Ferguson has used his office for acquiring large interests in his district. Thirty-two properties stand on the records as having been located by Ferguson or by his agents for him and certain partners, six of these are tracts of 160 acres. Miss F. E. Fitz, his deputy recorder has about thirty claims in her own name. A. H. Wilson, former deputy recorder, when questioned by a Gold Digger representative on the subject said:—"The properties that stand in Judge Ferguson's name are not a circumstance to the properties that have been located by his agents who have given him deeds, not yet recorded. Many of these are re-locations and litigation concerning them will surely arise."

Another cause of dissatisfaction is that Ferguson and Frank Shaw, superintendent of the Wild Goose Co., a corporation, are co-partners in vari-

THEY HAVE FAT POKES

Discoverers of Glenn Gulch Here

Repot More New Strikes Being Made in the Rampart District.

Jack Belsea and W. K. Beardsley, discoverers of discovery claim, No. 2 and No. 3 on Glenn gulch, and parties to the action over the upper half of No. 4 in which Mrs. Struthers was their opponent, arrived last night on the Hannah on their way to the outside, where they will take a well earned vacation and enjoy the fruits of their last year's labors. Dillon, the third of the trio which gave Glenn gulch to the world, died at Eagle a few weeks ago while the trial was in progress. Belsea and Beardsley looked particularly well and contented yesterday while at the comptroller's office weighing in over 800 ounces of gold dust which is but a portion of their net cleanup this season. Upon presentation of their dust to the comptroller, together with a certificate from the U. S. customs official at Eagle stating that it came from American territory, the pokes are sealed up and are thus carried through the Yukon without being compelled to pay the export tax which would be otherwise collected. In speaking of their success the past year and the outlook for the future, they said:

"Several more new strikes have been made in our country this year but there has not been enough done on any of them to make them worth saying much about although they are prospecting well. This winter will see probably 200 men at work and prospecting in that district and more claims will be worked than ever before. Rhode Island and Gold Run are turning out well and both will be extensively worked this season. The former is not over a half mile from Glenn, just over a very low divide or bar. In comparison with Glenn it is quite a large stream and carries a good head of water. Glenn, you know, is only a little pup, a sort of a sag in the mountains and contains only five claims. That section, which is on the Tanana slope, is remarkable for the innumerable small pups that are found similar in size and appearance to Glenn gulch. All the streams are badly cut up, there seeming to be a gulch every half mile.

"We have done very well this season, but would have done much better had we not been troubled with a shortage of water. That next season will be remedied to a very large extent as some weeks ago we shipped from Dawson nearly a mile of 14-inch flume hose with which we will bring water from Rhode Island. The flume will carry two sluiceways and there will always be a sufficient supply to fill it. A large number of men are out prospecting now and will remain out all winter and it is freely predicted that before water runs next spring many new strikes will have been made. The country is so large that there are miles and miles of it that never had a human footprint on it. No, I do not know that we shall buy any machinery while outside. We are doing pretty well as it is."

Mr. Belsea stated that the case with Mrs. Struthers which was lost at Eagle before Judge Wickersham is being appealed to the circuit court of appeals and will come up for hearing at San Francisco. A thing that

strikes the average miner as peculiar is the difference in the values of dust from the different localities in the Rampart district. The dust from Little Minook is the most valuable of any ever discovered in the north, assaying \$19.50 cents at the mint, and the Dawson banks have upon several occasions advanced as much as \$18 an ounce on consignments left for assay. Returns which Messrs. Belsea and Beardsley have received on Glenn gulch dust sent to the mint at San Francisco average \$16.96 to the ounce.

To Gather in Grain

Winnipeg, Aug. 23.—Wheat cutting is in full swing in most districts and the warm and bright weather prevailing will certainly make it general early next week. Of 110 reports received from agents of one of the railroads passing through the principal grain centres in Manitoba and the Northwest, 101 are of the most favorable character that could be desired.

Eastern harvesters arrived in thousands yesterday to assist in the garnering of Western Canada's big crop. The first train reached the city at 14.35, and it had 880 on board. The second came in one hour later with 970. The regular transcontinental express arrived at 8 o'clock and it had 300 on board. The arrivals were a husky lot of men who looked as if they meant business, and had come West to work.

A special harvester's train left last evening at 8.30 for the west. It had 600 on board, who were engaged for work at points between Winnipeg and Moosejaw. This was the only special train sent out yesterday. The regular train to Glenboro, Deloraine, the main line and the Manitoba & North-western took out large contingents this morning. It is likely also that several special trains will be arranged to points which the regular trains cannot accommodate.

The crowd has been excellently handled by the railroad officials and representatives of the provincial government, who have been fitted from past experience, and it is likely that the flocking to and overflowing of the principal points, which have characterized the distributions in past years, will be avoided. The harvesters this year are more ready to take advice and the officials are better prepared.

Richard Mitchell, the energetic representative of the Northwest Territories, secured more men than any other of the delegates. Speaking to a reporter, Mr. Mitchell said: "We have a magnificent crop this year, and we must have men to help us to reap it. In previous years we have been left in the cold in the matter of harvest hands, while Manitoba points have often been overworked. But we are ahead of you this year, we arranged the whole business in advance. I have secured nearly half of those who have already arrived, and if 20,000 are coming I will take at least 7,000 of them."

Socialists Disturbed.

London, Aug. 30.—Sociologists are disturbed by the vital statistics just issued, showing a marked decline in the English birth rate. London shows a decrease since 1881 from 27.4 to 20.6 per hundred married women under the age of 45. The decline is most noticeable in the fashionable quarters of the capital, while the slum areas, such as Stepney, Shadwell and Bethnal Green, are almost stationary. Outside of London the decline amounts to 25.8 against 30.3 in 1881.

Convict Dies

Salt Lake, Sept. 1.—Michael McCormick, a convict, died tonight from the effects of wounds received at the hands of John Gray in the laundry of the state penitentiary yesterday. The men became involved in a quarrel over some trivial affair, when Gray picked up a case knife and stabbed McCormick five times.

Several Useful Household Hints.

Kerosene oil will clean blackened silver almost instantly.

A layer of charcoal in the bottom of a flower bed or flower pot is very beneficial in keeping the soil fresh.

Milk should always be kept covered as it attracts and absorbs impurities very readily. Many articles affect each other harmfully, and discrimination should be observed in keeping such things in separate compartments. The milk and butter can be kept together, but meats should be kept by themselves.

There are several ways of loosening the glass stoppers of decanters and bottles. One is to stand the bottle in hot water, another is to drop a little oil with a feather between the stopper, and the decanter and stand it near the fire. After a time strike the stopper gently with a piece of wood on all sides, and if it does not move repeat the process.

If a carpet is wiped over occasionally with a cloth wrung out of solution of alum water the colors will stay bright for a long time.

Spinach is one of the stand-bys. It forms a part of the family dinner many days in the year, and is one of those highly respectable dishes which can appear whether there be company or not. It is not an expensive dish nor a rich one, from a standpoint of gastronomic consideration, and it is a vegetable which has the stamp of approval of the family physician. To serve it prettily get paper cups and chop spinach well, after boiling. Season smartly, stir with half a cup of

cream, or enough to make of the consistency of custard, and serve in spinach cups with the top garnished with rings of eggs and with tops of spinach.

To take out fruit stains tie up cream of tartar in the spotted places and put the garment into cold water and boil it. If the stains are much spread stir cream of tartar in the water. If still visible boil the garment in a mixture of supercarbonate of soda, a tablespoonful to a pail of water.

A cooking school formula for salting almonds requires that after shelling and blanching the nuts shall be boiled in strong salt water for ten minutes, allowing one teaspoonful of salt to each cupful of nuts. Dry thoroughly on a cloth and sprinkle with melted butter or salad oil, a teaspoonful to each cupful. Spread on a tin and put in a hot oven till they are a light brown. Shake often, watching carefully that they do not burn. Drain on blotting paper.

The good housekeeper will spend additional care and thought on the manner of serving dishes and the dainty appearance of all table accessories during the heated term, which also is the term of capricious appetites. Variety should be supplied in every article, even the cereal of breakfast. Fortunately the market is full of many preparations in this line but different in taste. It is hardly necessary to repeat that great care should be taken that fruits are in good condition; as unripe or overripe fruit of any description is most dangerous.

To clean rusty irons have a little salt and a little beeswax tied up separately in a bit of cloth and rub the iron first with the one containing salt, then with the beeswax. This should be done each time the irons are heated for use and the ironing will be better and more quickly done in consequence.

Another way to remove linen stains is to rub the stain with a preparation of saleratus, slacked lime and

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