The Klondike Nugget

TELEPHONE NUMBER 12
(DAWSON'S PIONEER PAPER)
ISSUED DAILY AND SEMI-WEEKLY

GEORGE M. ALLEN .....Publisher.

SUBSCRIPTION RATES.

Daily.	
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NOTICE.

When a newspaper offers its advertising space at a nominal figure, it is a practical admission of "no circulation." THE KLONDIKE NUGGET asks a good figure for its space and in justification thereof guarantees to its advertisers a paid circulation five times that of any other paper published between Juneau and the North Pole.

LETTERS

And Small Packages can be sent to the Creeks by our carriers on the following days: Every Tuesday and Friday to Eldorado, Bonanza, Hunker, Dominion, Gold Run, Sulphur, Quartz and Canyon.

MONDAY, OCTOBER 28, 1901.

$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.

AN OVERLAND TRAIL.

The matter of constructing a permanent winter trail from Dawson to Whitehorse is an undertaking to which the government should begin giving careful consideration. Under present conditions there is a period both at the opening and closing of navigation when travel in both directions is practically suspended.

At the very least calculation there are fully six weeks during the year when it is almost impossible to maintain communication except by wire, and experience has amply proven that the wire is apt to go down at the very moment it is most required.

A natural route exists from Dawson to Whitehorse which would only touch the river in one or two places and which would serve to cut down the distance now necessary to travel between the two points a matter of 100 miles. An overland trail laid out and maintained by the government would become immediately the recognized route of travel for all winter traffic, and in summer it would be employed constantly by cattle shippers who would then be able to bring beef to Dawson on hoof.

The construction of such a trail would be followed by the immediate establishment of permanent roadhouses along its entire length, which would be properly fitted up for the accommodation of travelers. Under existing conditions the winter trail changes each season and there is no inducement offered to roadhouse keepers to build their houses on permanent lines, or equip them as they would do if they knew the trail would pass their way each year.

With such a road established there need never be a day's delay in dispatching mail. As soon as the steamers cease running in the fall, stages could be placed in operation and continue so until the boats began plying on the river in this spring. The mail question is one of more importance now than ever before. Dawson has become a commercial center of big operations and it is absolutely necessary for the protection of our business enterprises that constant and uninterrupted communication be maintained with the outside.

No other method of accomplishing this result has yet been suggested than the one above described. There is no immediate possibility that the railroad will be constructed below Whitehorse, and the probabilities are that no extension of the road will be undertaken for a number of years.

Such being the case the natural solution of the matter is the construction of an overland train. The plan of waiting until the river is frozen over is the veriest kind of makeshift which it is time now should be succeeded by something better.

The concert given last evening by the professional musicians of Dawson was a most decided success. The quality of the music was much above the average of what Dawson has been accustomed to enjoy.

Had the road to Miller creek been undertaken in time to secure completion before the advent of cold weather, another market would be open this winter for Dawson merchants. This city is the natural supply point for a large portion of the Fortymile district, and as soon as cummunication is opened all the trade will naturally come to this city.

As the crow flies it is about the same distance from Dawson to the Fortymile diggings that it is to Gold Run, and when the road is completed this city will be within a single day's travel of a new camp which is certain to become a heavy consumer of all classes of merchandise and mining machinery.

The tone adopted by the News in addressing its readers, reminds one very much of an old time village school master delivering a lecture to his pupils. The assumption of superior knowledge which is so manifestly a part of the News editorial system is absolutely humorous, and more so by reason of the fact that the humor is entirely unintentional. It often occurs that a man will take himself seriously when no one else does—of which peculiar circumstance the News is a striking example.

Clew to Train Robbers.

St. Louis, Oct. 12.—A $10 treasury note was received through a window at the postoffice today in payment for stamps, purporting to be issued by the National Bank of Helena, Mont., but containing signatures which are not those of the president and cashier of the bank. The note is thought to be one from a package which disappeared from a United States Express Company's car between Indianapolis and St. Louis within the last two weeks. Secret service men and detectives are working on the case and the appearance of the $10 note in St. Louis leads them to believe that the person who got the package is here.

The subtreasury here was notified of the robbery two weeks ago. Similar notification was sent to every subtreasury in the country, and careful watch has been kept for a trace of the missing notes. The note passed here bears the sigatures of Thomas B. Hill, president, and John R. Smith, cashier. The president of the Helena bank is T. A. Marlow, and A. L. Smeith is cashier.

Death Follows Dance.

Topeka, Kan., Oct. 12.—As a result of a quarrel of a dance in Lane, a little town in Pottawattomie county, early this morning, two men were burned to death, one lies at the point of death and another was hopelessly insane.

A dance was held there last night which was attended by a large number of the rougher young men of the community. About 1 o'clock this morning a general fight started. When it was over it was found that John Teehan had been struck on the head and fatally injured.

When it became known how seriously Teehan was hurt, the other dancers scattered. One of them Eugene Cronan, a real estate agent, went to his office to sleep and was accompanied by J. McDonald. During the early hours of the morning the office was set on fire by some of the other dancers and the two men were burned to death. The accumulated events of the night were too much for the father of Cronan and he has gone hopelessly and violently insane.

Battle With Burglars.

Saginaw, Mich., Oct. 12.—Early today burglars who had previously blown open the safe in the office of the United States Graphite Company here and secured $30 in cash, terrorized the inhabitants of the village of Foster's, near here. They captured Night Watchman Jones and bound and gagged him. Then they took him to Harden's hardware store and blew open the safe. Unable to open the strong box, they made the watchman conduct them to Harden's home, expecting to compel Harden to go to his store and open the cash drawer of the safe. Harden was prepared for them and opened fire. The burglars used the captive watchman as a shield to Harden's fire. Jones was shot in the hand, but none of the burglars was hit. The shooting aroused the villagers and the burglars fled.

Life Imprisonment.

Logan, Utah, Oct. 8.—In the district court today Judge Hart sentenced Abe Majors, popularly known as "The Boy Murderer," to life imprisonment for the killing of Captain Brown, chief of the Ogden police, some three years ago. Majors, who is barely out of his teens, was convicted of the crime and sentenced to be shot in 1899, but the supreme court granted a new trial, which was concluded Saturday last.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price $2.50.

MACKAY'S BIG UNDERTAKING

Wealthy Californian Will Lay Pacific Cable

Which Will Complete Circle Around the World — Greatest Business Venture of the Day.

At last the Pacific Cable is to be laid—and by a Californian. The Commercial Pacific Cable Company, composed of John W. MacKay, Clarence Mackay, Edward C. Platt, Albert Beck, George G. Ward, Albert B. Chandler and William W. Cook, having been duly incorporated, announces that within nine months cable communications with Hawaii will be established, and in two years from we shall be in electric touch with the Philippines.

The routs will be from San Francisco to Honolulu, thence to the Midway islands, thence to the east coast of Luzon. The cable will be 6912 miles long, completing the telegraphic system od the entire globe, and making a total of 164,586 miles, all of which, excepting 17,171 miles, is controlled by private individuals.

At the coming session of congress a bill will be introduced to push through the construction of the cable.

The estimate of cost by Rear Admiral Bradford of the naval bureau of equipment is $10,000,000.

The special demands by the government on this cable will be reduced rates and absolute control over the line in time of war.

The laying of a trans-oceanic cable is a stupendous task and one full of thrilling and picturesque incident.

The cable iself consists, first, of a core which comprises the conductor made of a strand of copper wires and the insulating covering generally made of gutta percha, but occasionally of indiarubber to prevent the escape of electricity.

Then comes a layer of tanned jute yarn laid over the gutta-percha to protect it from the sheathing of steel wires over which come again jute yarn and a bituminous compound. The sheathing varies in type with the depth of the water in wich it is laid. The deep sea type has a sheathing of many small steel wires, then through several intermediate types the sheathing wires become gradually larger until finally at the shore end the deep sea sheathed cable is again sheathed with strands, each made up of three steel wires set triangularly.

The copper wires for the conductor are twisted up together or stranded. They are then passed through the covering machine, by which the gutta-percha is squeezed round the conductor in a continuous envelope touching it throughout. The coil is then served with jute yarns, which are laid spirally round it, forming an elastic soft bedding for the sheathing wires. These latter as well as the outer serving and compound, are pat on in one machine. The served coil passed throagh a hollow shaft of a circular skeleton frame work of iron, on which are mounted bobbins filled with steel wire or jute yarn, as the case may be. This frame work can be rotated and the cable at the same time being drawn along, the wires or yarns are wound spirally round the core. The bituminous compound is applied by the cable being passed under a spout from which the melted compound runs. The finished cable is then coiled in large circular tanks, in which it is kept under water.

The rate of manufacture is unusually rapid, being for the deep-sea type more than five five nautical miles (a nautical mile, 2,029 yards) per machine in twenty-four hours; and as the manufacture is carried on continuously day and night with a ten-cable machines in operation all at once it will be seen that from fifty to fifty-five nautical miles can be turned out in twenty-four hours.

The last cable that was made for Mr. Mackay several years ago, which stretched across the Atlantic 2,301 nautical miles in length, aggregated a total of 5,460 tons in weight, made up of the following compound parts: 315 tons; jute yarn, 575 tons; steel Copper wire, 495 tons; gutta-percha, wire, 3,000 tons and compound and tar 1,075 tons. Over three times as much material will be required for the Pacific cable.

The cable ship itself is a vessel of strange interior arrangement, specially designed for the purpose. It is not only a huge storage department, but a big floating workshop as well.

In the hold there are three immense iron tanks, similar to the land tanks at the manufactory, thirty-four feet in diameter, for the storage of the cable, each having a conical core for guiding the cable when it is being paid out. The space within these cores is utilized to hold fresh water. The capacity of its tanks in the regular cable ship is about 1,400 tons of cable, this being the equivalent of about 100 miles of inshore cable, weighing fourteen tons to the mile or 700 miles of the deep-sea type, weighing about two tons per mile.

The cable tanks are all connected by "ways" or troughs, so that a transfer may be made from one tank to another or from any tank to either of the huge paying out machines. Handling of the cable made necessary by such transfer is usually done by means of a small engine connected to a drum, and all mounted on a truck by which it may be moved about the deck.

As the cable is brought from the tank it passes over an iron sheave, fastened in the framework of the hatchway, thence around another larger deeply grooved iron sheave, and the friction of the cable at this point acts as a tension. It then passes several times around the giant drums of the great dynamometer, over several pulleys on the deck and out over the sheave of the stern to its resting place at the bottom of the sea.

The dynamometer indicates the amount of strain to which the cable is subjected at any moment and also enables the man in charge of the brake-wheel to regulate the strain put on by the brake to suit the varying conditions of laying. After leaving the dynamometer it passes under and over several large retarding wheels before wending its sinuous way into the sea.

When all the available cable has been laid, the end is carefully sealed up and, having been attached to a rope, is lowered to the bed of the ocean. A buoy is attached to the other end of the rope and is left floating on the surface of the water to mark the position of the end of the cable, until the ship can return to port with a new cargo.

Sometimes a break or a "fault" will develop in the laying and steps have been taken to locate the defect. Scientific accomplishment, which in reality is nothing short of wonderful, has made this a comparatively simple matter.

The conductor of the cable offers a certain amount of obstruction or "resistance" to the passage of the electric current. Apparatus has been devised for measuring the amount of this resistance. The unit of resistance is called an Ohm, after the great German physicist who discovered and expounded the laws of electric current. The exact resistance per nautical mile of the conductor of any given cable is known to the electrician in charge. Resistance practically ceases at the point where the conductor makes considerable contact with the water. Therefore, supposing the known resistance per mile to be two Ohms, and the measuring apparatus indicates a total resistance of 800 Ohms, the position of the break will be 400 miles from shore, or from the cable ship, as the case may be.

With this information the captain of the steamer is able to determine by his charts the course of the cable, the latitude and longitude in which the break has occurred, and can proceed with certainty to effect the repair.

Being satisfied that the ship is at the right place, a conical flat bottomed buoy is dropped overboard and anchored to make a point from which to carry on operations. The ship leaves the buoy and steams away to a convenient distance from the supposed broken end of the cable. A heavy grapling hook is lowered and the ship steams back at right angles to the line of the cable, until the dynamometer gives notice that something has been seized. If the strain be erratic the grapnel is probably only engaging the projections of an uneven bottom, but if the strain steadily increases, the cable has been caught. This is an interesting process, especially in water over three miles deep.

The ship is then stopped and the hauling in machinery set in motion. In due course the grapnel holding the cable appears. Men are lowered to it who secure the cable by chains on each side of the bight, which is then cut in two. The ends are hauled on board and connected with the testing room. One of the ends will be surely that of the sections which is now a means of communication with the shore. The other end will be the short piece from the ship to the point of fracture.

The tests and communication with the shore indicating that the cable on that side is electrically perfect, the end is sealed, attached to a buoy and dropped overboard. The short piece to the fracture is picked up and stored away. The steamer then proceeds to grapple for the other end, which is then turned over to the splicing gang, who lay back the outer steel wire armor so that when the core of both ends has been cut and joined, the armor wires relaid, will overlap the joint some fifteen feet. The two ends of the conductor are scarfed and firmly soldered together. When the other layer of wires and jute yarn and guttapercha are put in place the splice is complete and the cable is again dropped overboard, once more in perfect condition. The cable ship then steams away over its course, finds the cable and once more proceeds across the ocean.

On May 6th, 1899, the United States ship Nero began the survey to locate a route for a cable from the United States across the Pacific to the Philippines.

"A satisfactory route for an all-American cable for the purpose of connecting these points," says Rear Admiral Bradford in his report, "has been discovered, thoroughly explored, surveyed and mapped."

The report of the operation of the Nero gives a great amount of data on ocean currents, prevailing winds, and tidal influences in the parts of the ocean through which the route lies. In prosecution of the above-mentioned work the Nero steamed in all 255,263 knots. Her duties consisted in measuring depths, ascertaining temperatures and obtaining the characteristics of the bottom of the ocean at equidistant stations situated twenty knots apart. Beginning at Honolulu the zigzag route to the Philippines by the Midway islands and Guam to the island of Luzon was thoroughly covered. Along this route an obstacle was encountered in the nature of a submarine abyss, the deepest yet known in the world. The abyss was named the Nero Deep, and its depth makes it necessary to deflect the direct route from the Midway islands to Guam. In this low area the Nero, by means of an extraordinary long sounding wire, was enabled to take two of the deepest casts and also two deepest water temperatures ever recorded. The depths found were 5,160 fathoms and the other 5,269 fathoms. The temperature at these points registered 35.9 degrees F. and 36 degrees F. respectively.

Here is a description of the route beginning at Honolulu:

An ocean bed of almost level soft mud at a general depth of about 2,700 fathoms extends from Honolulu to the Midway islands on a route a little to the northward of the line of reefs running about west-northwest from the Hawaiian islands to a point beyond Ocean island. This plain affords an ideal route for a telegraphic submarine cable.

Beyond the Midway islands toward Guam is another great level plain at a depth of about 3,200 fathoms.

The remainder of the distance, however, while in general fairly level, is interspersed with reefs and mountain ranges that required much time to explore and avoid. Eventually, a short distance to the eastward of the great submarine mountain range running nearly north and south that breaks through the surface of the sea and forms the islands into the valley of the Nero Deep, with a depth of only sixty-six feet less than six statute miles. A practical cable route to Guam was eventually found to the north of Nero Deep.

Between Guam and the Philippines the bed of the ocean is less regular. For the first 600 knots of the route selected the depths rendered from 1,400 to 2,700 fathoms; there are, however, no sharply defined ranges of hills or valleys, the character of the bottom being of an undulating nature. After 600 knots had been traversed a low mountain range was discovered sloping to the westward, eventually forming a deep plain that extended unbroken to the Philippine islands.

The last mentioned plain varies from 3,000 to 3,500 fathoms. In making the survey nothing was discovered which would obstruct the successful laying and working of cables. On the contrary the soft mud and ooze bottom indicates that a long life to cables is reasonably assured. The route from the Hawaiian islands to a point near Monterey on the California coast was found to be the most satisfactory as to depth and bottom, having no natural obstructions which could not be easily overcome.

This is how the new Pacific cable joining California to the Orient will be laid and tested.—Examiner.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price $2.50.

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Children's Hose,
Children's Mitts,
Children's Hoods.

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Dolge Felt Shoes, First Quality, . . . $ 6.00
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SECOND AVENUE, Opposite S.-Y. T. Co.

SARGENT & PINSKA

Make a Guess When the River Freezes.

To the one coming nearest the exact time when the river closes in front of Dawson we will give the following outfit:

A Fine Coat, Value	$ 60.00
A Beaver Cap, Value	20.00
A Pair of Dolge Shoes, Value	7 00
A Pair of Fur Lined Gloves	3.00
A Suit of Heavy Underwear	10.00
Total	$100.00

SEND IN YOUR GUESS.

The ice is now running in the river and each succeeding day brings us nearer to the big event.

THE CONTEST CLOSES THE LAST DAY OF THIS MONTH, OCT. 31st.

HERSHBERG, CLOTHIER

Crowe Would Surrender.

Omaha, Neb., Oct. 12.—Chief of Police Donahue has received from Patrick Crowe, through a friend of the latter, an offer to surrender himself and stand trial in the courts if the reward of $50,000 hanging over his head for the alleged kidnaping of Edward Cudahy, jr., is withdrawn.

Chief Donahue did not accept the proposition, but made a counter offer to waive the reward himself, saying nobody else could secure it. The chief says Crowe is tired of being hunted, and is willing to take chances of a trial if the reward is withdrawn, but expresses the fear that manufactured testimony wousld convict him if the reward were allowd to stand. He says Crowe is less than 500 miles from Omaha, and is not with his relatives.

Edward A. Cudahy, sr., was seen by a reptesentative of the Associated Press and asked if the reward for Crowe would be withdrawn. In reply he said: "Yes, we will do anything to secure Crowe. This is the first I have heard of Crowe, but I presume his proposition is bona fide. I still believe Crowe as one of the abductors of my son, but if he surrenders he shall have a fair trial, and if he gives himself up under the circumstances named, the reward will be withdrawn. I have not heard from Crowe directly or indirectnly myself, but Chief Donahue has the matter in hand and will act in any manner that will secure the presence of Crowe."

Robbers Warmly Received.

Danville, Ky., Oct. 12.—At Hardsburg, ten miles from here, five men early today robbed the postoffice, securing a small sum of money and afterwards attempted to effect an entrance to the Moyer National bank. Before they succeeded they were discovered by Policemen Britton and Brown, who opened fire upon them. A miniature battle raged, during which 40 shots were exchanged and one of the robbers was wounded. The robbers then retreated, taking their disabled comrade with them and effected their escape. Officers in surrounding towns were notified, and a posse with bloodhounds is in pursuit.

Fresh Lowney's candies. Kelly & Co., druggists.

WINTER TIME SCHEDULE
OF
The Orr & Tukey Co., Ltd.

We have made the following winter schedule for our stage lines, to go into effect as soon as winter roads are practicable:

Grand Forks stages, week days—Leave Dawson 9 a. m., 1 p. m. and 5 p. m.; returning leave Forks 9 a. m., 2p. m. and 5 p. m.

Grand Forks stages, Sundays—Leave Dawson 9 a. m. and 3 p. m.; returning leave Forks same time.

Gold Run, Dominion, Williams, Dome, via Carmack's Forks, daily, except Sundays, 9 a. m.; returning leave Gold Run 7 a. m., Caribou 9 a. m., Williams 10 a. m., and Carmacks 12 m.

Hunker and Dominion stage to 35 below lower discovery, Dominion, daily except Sunday—Leave Dawson 9:30 a. m.; returning leave 35 below for Dawson, via Hunker, 7:30 a. m., connecting at Caribou for Williams, Dome, Carmacks and Grand Forks.

A tri-weekly stage will leave Grand Forks Mondays, Wednesdays and Fridays on arrival of Dawson stage about 10:30 a. m., for Quartz, Montana and Eureka creeks.

All stages used on these lines are new throughout, spacious and well upholstered, lazy-back seats, with wool cushions and containing plenty of robes for the comfort of the traveling public.

Four-horse teams will be used on all stages running over the divide and good time is guaranteed.

THE ORR & TUKEY CO., LTD.

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WADE, CONGDON & AIKMAN — Advocates, Notaries, etc. Office, A. C. Office Building.

PATTULLO & RIDLEY — Advocates, Notaries, Conveyancers, etc. Offices, Rooms 7 and 8 A. C. Office Bldg.

SOCIETIES.

THE REGULAR COMMUNICATION OF Yukon Lodge, No. 79, A. F. & A. M., will be held at Masonic hall, Mission street, monthly, Thursday on or before full moon, at 8:00 p. m.
C. H. WELLS, W. M.
J. A. DONALD, Sec'y.

FULL LINE CHOICE BRANDS
Wines, Liquors & Cigars
CHISHOLM'S SALOON.
TOM CHISHOLM, Prop.

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—AT—
F. S. DUNHAM'S
THE FAMILY GROCER
Corner 2nd Ave. and 6th St.

AMUSEMENTS

The Standard Theatre — Beginning on Monday, Oct. 28 and all week
Lady of Lyons
The Greatest Cast Ever Put in Dawson.
50 PEOPLE ON THE STAGE. GREAT SCENIC EFFECTS.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price $2.50.

If You Pay In Gold Dust AT $15 You Will Come Out Ahead — At Shaw's Meat Market, Extra Values in Fine Beef, Near Bank B.N.A.

Iowa Creamery Butter Better Than Any
L. A. MASON, Agent, Second Ave., Rear of Fairview.

Subscription Reduced

Beginning October 16th the subscription of the Daily Nugget will be reduced to three dollars per month, delivered by carrier to any address within the limits of Dawson. This reduction is made by reason of the facilities which we now enjoy for turning out a modern up-to-date journal at a minimum cost, the Nugget now possessing a plant which cannot be excelled in any city of the world of a similar size.

Our readers will notice that while we have reduced the price of the paper we have increased its size, and are now publishing an eight column metropolitan journal, equal in text, matter and typographical appearance to the up-to-date dailies on the outside.

The Nugget will be delivered to your door for $3.00 per month in the future.

STANDARD FREE READING, WRITING, SMOKING, CHESS AND CHECKER ROOMS. LIBRARY WORKINGMAN'S LUNCH, DINNER AND REFRESHMENT ROOMS

..The White Pass & Yukon Route..

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Operating the following Fine Steamer Steamers between Dawson and White Horse:
"Victorian" "Columbian" "Canadian" "Sarah"
"Selkirk" "Dawson" "Yukoner" "Bailey"
"Zealandian" "Sybil" and Five Freight Steamers
A daily steamer each way connecting with below steamers at White Horse. Through Tickets to all Points. Baggage Checked and Bonded Through.
Travel by the Best Boats and Avoid Transfer and Delay.
E. C. BAWLINS, Gen'l Mgr. W.P.&Y.R. R. DARLING, Gen'l Mgr. B.Y.N.Co. J. P. LEE, Traffic Manager.

T. G. Wilson, Importer
THIRD AVENUE PHONE 160
FEED, PROVISIONS, FOOD PRODUCTS
All Stored in the New Two Story Brick.
Call and Get Prices in Quantities.

STAGE LINES — FREIGHTING
THE ORR & TUKEY CO., Ltd.
TO GRAND FORKS—Daily each way. Sundays included ... 9:00 a. m. and 5:00 p. m.
TO DOMINION AND GOLD RUN—Via. Bonanza and McCormack's Forks ... 9:00 a. m.
TO HUNKER—Daily (Sundays included) ... 7:30 a. m.
ALL LEAVE OFFICE N. C. CO. BUILDING. TELEPHONE 54

By Using Long Distance Telephone
You are put in immediate communication with Bonanza, Eldorado, Hunker, Dominion, Gold Run or Sulphur Creeks.
By Subscribing for a Telephone In Town
You can have your longest ends over one working instruments.
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GENERAL OFFICE