

LATEST STEAMBOAT NEWS.

Arrival of F. K. Gustin From St. Michael.

People Not Prevented From Landing at Cape Nome—John Manning Abandons His Trip.

On Sunday, the steamboat F. K. Gustin, owned by the A. E. Co., arrived in Dawson. She left St. Michael on September 3, without any passengers, but was loaded with 170 tons of freight. At way points on the river, 17 passengers were taken aboard. The steamboat had trouble in securing a crew at St. Michaels, and the trip was made short-handed. The richness of the Cape Nome country is confirmed by every member of the Gustin's crew. The reports to the effect that people are prevented by the United States government officials from landing at Nome, are pronounced by the captain and the purser to be false. When the Gustin left St. Michaels hundreds of persons were being landed daily on the beach at Nome. No money nor provisions are required of anyone.

About 100 miles up the river from Circle City, John Manning boarded the Gustin. He returned on her to Dawson. Mr. Manning left Dawson last Wednesday on the John C. Cudahy, intending to go to Nome. Certain business, which he had forgotten to settle before leaving compelled him to return. On his way back, Mr. Manning went ashore at Eagle City, where he met and had a talk with Col. Ray, the officer who is in charge of the military station there. Mr. Manning reports the colonel with saying that, for the rest of the season, no one will be allowed to land at Nome.

Richard Heath, the fuel agent of the A. C. Co., was a passenger on the Gustin from Eagle City. He says that Col. Ray told him that the government was taking no steps to hinder people from landing at Nome; that all persons who desired to go there were at liberty to do so; and that neither provisions nor money were required of anyone.

However, Col. Ray's authority does not extend to St. Michaels, nor does he have anything to say relative to the governing of people at Cape Nome. The only other person on the John C. Cudahy who took passage back on the Gustin was Mrs. Hills, who merely made the trip down the river to meet and surprise her husband, the captain of the Gustin. The F. K. Gustin will not return to St. Michaels. She expects to go into winter quarters immediately.

ARRIVAL OF THE CLARA.

Saturday evening, the Clara arrived from Russian Mission. She brought in tow a barge which was loaded with about 150 tons of freight. This is part of the Yukoner's cargo, which was abandoned by the latter during the past summer. The freight was consigned to the Trading and Exploration Company.

DEPARTURE OF THE YUKONER.

On Sunday afternoon, the steamboat Yukoner, owned by the Trading & Exploration Company, departed for Whitehorse. She registered a passenger list of only 24 persons. The Yukoner will return with a large cargo of freight from Whitehorse.

THE JOHN C. BARR.

Captain Nesbitt brought the steamboat John C. Barr into her Dawson dock last Friday. The Barr left Port Yukon on Sept. 16. She was loaded with 150 tons of freight for the N. A. T. & T. Co. Fifty passengers were picked up at way points between Port Yukon and Dawson, 30 of whom were taken aboard at Fortymile. The Barr will go into winter quarters in the vicinity of Dawson.

VICTORIAN AND ANGLIAN ARRIVE

Monday evening the C. D. Co.'s steamboats Victorian and Anglian arrived from Whitehorse. Neither brought down any mail. The Victorian made the trip in five days. She was loaded with 75 tons of freight, and had a passenger list of 66 persons, among whom were: Ruth Wright, Ida Lamb, Ethel Lamb, Katie Arnold, Gussie Arnold, Maggie McKay, Miss Purcell, Mrs. R. Schoniski, Mrs. W. Loudon, Mrs. O'Keefe, Mrs. Williams, Mrs. Lory, Mrs. McKay, Mrs. Dufaidt, Mrs. Jackson, Mrs. Lamb, Mrs. Ruthledge, Mrs. Gauthier, Mrs. Wright, Mrs. Klag, Mrs. Peterson, Mrs. Carter, Mrs. Waite, Mrs. Warren, Mrs. Brownlee and Mrs. Haser. The Victorian will start on her return trip to Whitehorse on Wednesday afternoon. The Anglian was a week in

making the trip to Dawson. She carried 50 tons of freight, and towed a scow loaded with ten tons. Only two passengers were booked on her list. She had to tie up for three days for repairs on account of an accident which happened to her machinery, while coming down Thirtymile river. On Sunday she struck a sand bar. The Victorian came to her assistance, and she was released after a delay of only a few hours. The river is rapidly falling, and navigation is becoming more difficult and dangerous each day.

U. S. Gold at Paris.

Chicago, Sept. 17.—Commissioner General Ferdinand W. Peck and his party returned yesterday from the West, where he has been circulating in the interest of the Paris exposition. Mr. Peck said:

Our trip was taken in order to recognize the interest of that section in our undertaking and to suggest certain exhibits. I believe that a solid mass of gold, displayed in a dignified mathematical form, like a pyramid or square or a cube, will prove the most attractive exhibit at the Paris exposition, and would reflect great credit upon the section of the country and upon the nation which exhibited it. I have informed the Colorado commission that the venerated statue of a professional person offered by them would not be accepted. It is our duty to maintain dignity throughout our entire representation at Paris.

We were accorded a cordial welcome everywhere we appeared—Omaha, Denver and Colorado Springs. We visited the exposition grounds at Omaha, which are interesting, but we did not find any exhibits that we felt would be of special interest in the limited area we have at Paris. In Denver we were received by a committee of the Chamber of Commerce, and presented suggestions for the exhibit at a meeting held by that body in the evening. We also addressed a meeting of the Chamber of Commerce at Colorado Springs, and resolutions were adopted favoring the exhibit we requested, and a committee was appointed to arrange for the same. We believe that this effort will be successful, although there are many difficulties involved in procuring a million dollars in gold, which, we think, should come from one camp as the output for a stated period. There is no doubt that such a display would be a great benefit to the section and the state that makes it.

How the Strong Box Was Reached.

The method of the attempt at burglarizing Nigger Jim's Pavilion some weeks ago has been laid bare by the taking up of the floor, preparatory to laying a new one. The space underneath the joists was filled in with sawdust and loose moss and soil. The burglars dug underneath the sill at the back of the building and proceeded to burrow like a mole the entire length of the building to the sidewalk on Third street, some hundred feet. The loose material was piled on either side, allowing just room for a man, flat on his stomach, to pass underneath the joists. The wooden strong box was underneath the bar and the evident reason of the human mole going by it clean to the front sill or the building was in order to back-track and count the joists from the front. Even then, as will be remembered, the augur missed the strong box by a few inches and went through the floor into the air.

The burrowing and boring must have consumed the whole of one night, if not more, and the industrious burglar or burglars is still at liberty, perchance to join the crowd which gathered to witness the tearing up of the floor, and to read this account afterwards. The burrower must have backed out the way he went in for there is hardly room for even a child to turn round in the trench under the joists.

Says There Is a Big Strike.

As an item of news we give the following, though until properly corroborated, the facts given must be taken for what they are worth.

A letter just received by Alec Mowatt from Richard Baldwin, on the Koyukuk, advises him to return to that stream at once as a big strike has recently been made on the Allankakat. The letter sets forth that he has personally seen and handled several thousands of dollars in coarse dust from there. The point indicated in the letter is about 100 miles up the Allankakat, which empties into the Koyukuk, some 25 miles above Arctic City.

Both Baldwin and Mowatt are members of the exploring party who, with a steamboat and sawmill ascended the Koyukuk and located the townsite of Arctic City last summer. Before the freezing up of the river the spot was rendered very attractive to passing boats by stringing electric lights amongst the trees of the water front.

K. of P. cards at the Klondike Nugget office.

Reduced rates at the Cate Royal.

EXTRAORDINARY RANGE.

New Six-Inch Cannon to Send a Shot Nearly Fifteen Miles.

The firing capabilities of the new high-powered six-inch guns designed for future ships of the United States navy and for coast-defense batteries have just been determined by calculations made by Major James M. Ingalls, First United States artillery. Major Ingalls finds that one of the new six-inch guns can throw a projectile a distance of 14.76 miles. The greatest range ever obtained hitherto by a piece of ordnance was twelve and half miles. This latter range was recorded for a 9.45-inch Krupp gun which was fired on the Meppen range in Germany in 1892. Previous to the German long distance shot the record was held by a 9.2-inch English gun which was fired at Shoeburyness on the occasion of the jubilee celebration in 1888. Major Ingalls, calculations for the new type six-inch gun are based on a muzzle velocity for the projectile of 3000 foot seconds, and a weight of shell of 105 pounds. The gun he lays at an angle of elevation of 45 degrees. The maximum ordinate, or the culmination point attained by the shell in its flight is 30,549 feet; in other words the shell attains a height above the muzzle of the gun of 30,549 feet. The total time consumed by the shell in its flight is 82.5 seconds. Major Ingalls has long been identified with the artillery school for officers at Fort Monroe. He is the officer who, previous to the firing of the famous Shoeburyness shot in England, made the closest calculation as to where the shell would fall. While the many foreign officers placed the fall of the projectile at points varying from 1500 to 3000 yards in the rear of where the shell actually fell, Major (then captain) Ingalls' calculation was only 150 yards short. The wonderful part of it is that, in working back with the actual atmospheric data which prevailed at Shoeburyness at the moment of firing, Major Ingalls was able to place the shot, by calculation, practically in the very hole it made.

The time of 82.5 seconds, which Major Ingalls says will be consumed by the flight of a six-inch shell, exceeds by 12.8 seconds the time occupied by the German record shot in 1892. The German shot, in ranging to a distance of twelve and one-half miles, obtained a maximum height of 21,456 feet. The enormous muzzle velocity of 3000 foot seconds, which Major Ingalls uses as a basis for his calculations, is an actuality which has been afforded by the new smokeless powder of the United States. About the best velocities obtained abroad from six-inch guns at present are less than 2800 foot seconds.

The new battle ship Maine and her sisters, Ohio and Missouri, will each carry 16 six-inch guns. The six inch guns used by the American fleet at Manila, and which did such excellent service there, require for each gun a crew of 12 men. It is deemed good work if one of the old-type six-inch guns can maintain aimed fire at the rate of one and a half shots per minute. Generally speaking, the rate of aimed fire is one shot per minute. For the new six-inch guns a rate of nine shots per minute is recorded, and this rate of fire has been secured, it is declared, by a gun's crew numbering only four men.

The new six-inch guns will be fifty calibres long, or twenty-five feet. The majority of the new English six-inch naval guns have a length of 23 feet 3 inches. The English six-inch weapons employ shells weighing 100 pounds. When using a charge of twenty-five pounds of cordite, the English six-inch gun yields a muzzle velocity of 2750 feet, with a resultant in muzzle energy of 5340 foot-tons. Owing to the enormous velocities afforded by the new smokeless powder of the United States, the necessity of keeping down the weight of navy shells in order to insure flatter trajectories no longer exists, and already steps are being made looking to an increase in the weight of projectiles for a number of naval calibres. From what can be learned, the new weights will approximate closely to those now employed by the army. The navy eight-inch gun uses a 250-pound shell, the army eight-inch gun a 300-pound shell. The navy twelve-inch gun employs an 850 pound projectile, as compared with 1,050 pounds for the army twelve-inch. The advantages afforded by the larger shell are greater carrying capacity for contained explosive and an increased energy of impact on comparatively low chamber pressures.—Washington Correspondence New York Evening Post.

A Good One on Chris.

Chris Morgan was in from Dominion Saturday. At 12:30 he looked at his watch. At 1:30 he went to look again. At 2:30 he was at the barracks complaining of his loss.

"Was you drunk?" asked the officer. No, he was not drunk.

"Was you in a crowd anywhere?" No, he had not been in a crowd. He named a half a dozen places he had

called at to renew old acquaintances and to make new ones. An officer was detailed to look into the matter. Entering one of the most popular resorts in Dawson, the corporal found a laughing crowd which was evidently much amused at something or other. A watch was being handed around with explanations, and then there would be a guffaw. Inquiry elicited the following:

"How see Chris came down from Dominion and heard about Bill Hadden losing his poke in Seattle. Says Chris, 'He ought to have lost his head,' says he. 'Nobody could touch me, drunk or sober, without my knowing it. Anybody's welcome to anything they can get out of me. Tom winks at the crowd and goes close to Chris and says: 'I believe you, Chris, it's a man's own fault if he loses anything. A man must be a chuckle head to get robbed,'" says Tom. Then Chris went out and here's his watch. Probably he don't know he's lost it."

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