

GROWING FREIGHT BLOCKADE

A Very Serious Situation Now Obtains at Bennett.

Five Hundred Scows Ordered From the Mills Which Cannot Be Supplied.

Dr. L. O. Wilcoxon was one of the returned Dawsonites who arrived on the Columbian Wednesday night.

"Yes," said the doctor to The Nugget man, "the congestion of freight above here is most serious. At Bennett there is fully 2000 tons of machinery and supplies piled up, while the blockade at Whitehorse is also so serious that some of the upper lake boats, as the Australian and Bailey, are not carrying freight any more. The companies have put in orders for scows with the boat builders to the number of 500, which simply means to the limit of their capacity, for not nearly that number can be completed. About three scows per day seems to be the output. The Skagway papers are advertising the highest wages to boat builders, but nevertheless when navigation stops there will be much stuff left at the head of the lakes. You see the ocean steamers are all arriving at Skagway loaded and the railroad continues to push the goods over the summit faster than it can be handled, so that there appears to be no diminution of the blockade possible.

"When I left Bennett the railroad was advertising a sale of all the perishable goods which had accumulated at the terminal. Most of the bulky piled-up freight is mining machinery."

Speaking of his outside trip the doctor admitted his marriage to the "girl he left behind him." "I was in Chicago, New York, Washington, Philadelphia, besides traveling through the South," continued Mr. Wilcoxon, "and found a remarkable knowledge of Klondike claims to be prevalent amongst bankers and capitalists. Klondike investments stand better in the financial world than ever. The reported failure of Alex McDonald was a shock to capitalists for a while. I know of a financial expert who has reported most flatly upon the Klondike to his paper, the London Financial News, and the results will be quickly apparent in an influx of capital.

"By the way, the quartz strike at Whitehorse is a most valuable discovery. Fifty-three per cent copper and \$14 in gold, with vein croppings for 40 miles is the present showing. With increased knowledge has come an increase of values. I know of a claim offered two months ago at \$2500, which has just been bonded for \$32,000.

"Seattle is just learning of the Cape Nome valuable discoveries, and the United States appears to be in the same ferment and unrest which preface the Klondike exodus of 1897-98. It would not at all surprise me to see a population of 200,000 people on the Yukon and Behring coast within a couple of years." The energetic doctor appears to have been much improved by his trip outside, but notwithstanding having had to leave his young wife behind him, he is well pleased to be back in Dawson. Humboldt Gates will follow him on a later boat, being on a fair way to recovery from his recent sickness.

C. W. WATTS BACK.

Mr. C. W. Watts returned on the Columbian, and, as per usual, is primed with observations along the way.

"The railroad," said Mr. Watts, "has a thousand tons of rails, etc., at Bennett to be barged down to the new workings five miles down the lake. This includes a locomotive and complete work train, for already the grade is ready for track laying for some distance. The company anticipates completing that light grading to Whitehorse this winter and is sparing nothing in the attempt.

"Owing to the transportation blockade," continued Mr. Watts, "many buyers in Seattle have not only been compelled to discontinue buying, but have in many cases cancelled former orders for tons upon tons of goods, because there is now no hope of getting the stuff in."

"Ex-Corporal Richardson, with a partner, has undertaken to handle mail for the C. D. Company this winter. Ten posts have been established and we unloaded some 150 fine dogs at the various cabins on the way down. The corporal's record as a musher enabled him to make what is in the nature a sub-contract.

"Saw H. H. Winters, of 13 Eldorado, in Seattle, where he will remain

for the winter, having been joined by his wife from California.

"The wrecked Gold Star is loaded down with whiskey, and I saw the four invoices at Bennett for \$50,000 more, so that there will be no scarcity in that direction this winter."

"G. B. Swinehart has shipped a complete printing plant to Nome from Seattle.

"The telegraph line is now within 30 miles of Dawson and the work of pushing it into Dawson is rapidly going on with the aid of five scows. It will surely be here in October.

"Speaking of the railroad, again let me tell you what I learned of the immensity of their business. Though only completed late in the season, the total receipts will amount to some \$800,000.

At present the receipts are over and above equal to the entire disbursements both for construction and operation."

Mr. Watts took in the Pacific coast while outside, and anticipates an enormous rush for the new diggings next year.

IN A DAWSON DANCE HALL.

"Now, then, fellows git your partners, Grab a girl—get on the floor, Line up, you Hunker princes, steady! Lively now! One couple more. Come, there, Shorty! Where's your Lulu? Here there, Pearl! just make him dance. Come now boys, right here's your beauties, All up in togs, direct from France. Remember now they're all claim owners— Will give you an interest, maybe a third. Don't you want to represent them; Good stout drifters much preferred. Who wants a 'lay?' Just scrape acquaintance; There's nice girls, too, among them yet. All right there, partner, here's a baby, Stand at the foot. All set! All set! Salute your ladies. All together. Ladies opposite the same; Hit the lumber with your leather; Balance all and swing your dame; Bunch the females in the middle, Circle stags and do-se-do; Pay attention to the fiddle, Swing her round and off you go. First four forward; back to places. Second follow; shuffle back. Now you've got it down to cases; Swing 'em till their trotters crack. Gents, all right a-heel and toe 'im; Swing and hug 'em, if you kin. On to next and keep a-goin' Till you hit your pards agin. Gents to center, ladies round 'em. Form a basket; balance all. Whirl your girls to where you found 'em; Promenade around the hall. Balance to your girls and trot 'em Round the circle double quick. Grab and hug 'em while you got 'em. Hold 'em to it if they kick. Ladies, left hand to your hoodoo; Alaman. Grand right and left. Balance all and swing your Ju-Lu; Pick 'em up and feel their heft. Promenade, like stampede cattle; Balance all and swing your star. This beats Frisco or Seattle. Keno. Promenade to the bar. —A. F. G.

Says He Was Robbed.

Seattle, Sept. 8.—"Johnny" Boyle, a Dawson gambler and formerly a well-known saloon man of this city, reported to the police last night that Cad Johnson, a woman with whom he has been living at the Pacific house, had decamped Wednesday night, taking with her \$2000 of his money. He wanted her arrested. The police take little stock in Boyle's story, for the reason that the woman was seen in the city yesterday by members of the force. Boyle and the woman left this city for Alaska together some years ago, and returned together last week.

Telegrams.

Send your telegrams to the outside via the Nugget Express service. Messages delivered to the nearest telegraph office for forwarding.

Mrs. J. H. Thomas' cottage on Fourth street, near Third avenue, wherein she gives Turkish, electric and tub baths, together with massage is elegantly appointed and supplied with every modern convenience.

FRESH MEATS! POULTRY!

Wholesale and Retail.

The Str. Lotta Talbot

FRESH BEEF, MUTTON, PORK, TURKEYS, GESE, CHICKENS, EGGS, LARD, BUTTER, SAUSAGE, TRIPE.

OYSTERS AND CRABS

AT REASONABLE PRICES

STEAMER LOTTA TALBOT. YUKON DOCK. ALASKA MEAT CO.

STEAMBOAT NEWS.

WILLIE IRVING DEPARTS.
The steamboat Willie Irving departed for Whitehorse at Midnight on Saturday. She carried 53 passengers booked for the outside. The Willie Irving expects to return to her dock at Dawson within the next ten days.

ARRIVAL OF JOSEPH CLOSSET.
The little steamboat Joseph Closset, under the charter of the C. D. Co., arrived in port last Sunday morning. She carried no passengers, but was loaded with 20 tons of freight. The Closset had a scow in tow, which likewise carried about 20 tons. The C. D. Co. have about 30 scows at Whitehorse, which will be loaded with freight and hurried down to Dawson.

DEPARTURE OF THE SYBIL.
The C. D. Co.'s steamboat Sybil left Monday afternoon. She cleared with a list of 35 passengers. Owing to the fact that the water in the river is gradually falling, it is expected that after her return to Dawson, the Sybil will go into winter quarters at Selkirk.

THE JOHN C. CUDAHY ARRIVES.
Capt. McCarthy brought the N. A. T. & T. Co.'s steamboat John C. Cudahy into her Dawson dock on Monday morning, having made the trip from St. Michaels in 15 days. On her list there were registered 32 passengers, 12 of whom were from St. Michael, and the balance from way points between Rampart and Dawson. She was loaded with 250 tons of freight. Owing to the rush for Nome, the Cudahy was obliged to leave St. Michael short-handed, and her crew was comprised almost exclusively of Indians, which were picked up at various points on the trip. The captain reports that the only boat on the lower river which is lodged upon a bar is the Evans, and she has been resting on the same spot all summer. Captain Healy was one of the arrivals on the Cudahy. He and Capt. McCarthy are enthusiastic over the richness of Nome. The Cudahy departed at noon on Wednesday.

ARRIVAL OF THE ORA.
The steamboat Ora, owned by the B. L. & K. N. Co. tied to her Dawson wharf late Monday night. She towed a scow loaded with merchandise from Whitehorse. She had about 25 passengers, and her manifest showed something like 50 tons of freight.

BONANZA KING ARRIVES.
About 8 o'clock on Monday night, the Bonanza King arrived at Dawson. She carried 44 passengers, and was loaded with 85 tons of freight. At Heligate, which is 11 miles up the river from Selkirk, she broke her paddle wheel, and was delayed 18 hours. The Captain of the Bonanza King reports that the Gold Star followed him through Five Finger rapids; that after she passed through, the Gold Star struck a large rock on her port side; that she swung completely around, and tore off all of her fantail and cylinder timbers; that in order to be repaired she will have to be taken out and beached; that for the remainder of the season, at least, she will be useless. The passengers of the Gold Star were transferred to the Bonanza King. The Gold Star was loaded with 30 tons of whisky, which had been consigned to Alex McDonald. None of her freight has been removed. The Merwin is on a bar this side of Selwyn. All steamboats are being lined up through Heligate. The Bonanza King started on her return trip to Whitehorse Wednesday.

The spunky little steamboat Ora arrived in $3\frac{1}{2}$ days from Whitehorse, bringing a scow along. On the way down the B. L. & K. road houses were visited and everything removed from them, even to the dog feed. The stuff was all taken ashore at Stewart.

Yukon Council.

The Yukon council met last Saturday, with three members present, Commis-

sioner Ogilvie, Commander Steele and Judge Dugas.

The first matter brought up was a communication from Bartlett Bros., in which they offer to build a trail from 4 above on Hunker, over the low divide at the head of Lombard, terminating at 6 below upper on Dominion. The communication sets forth that a subscription had been raised for the purpose, but it lacked \$500 of the necessary amount. The council granted that amount of money to the project, the conditions being that the trail be built according to the specifications of August 17.

A communication was read from Col. S. B. Steele, pointing out that there were four insane people being taken care of at the barracks, and who should be removed to a proper asylum. Commissioner Ogilvie explained that he had addressed the minister of the interior upon the subject and had received no answer. It was resolved to telegraph for instructions before ice rendered it impossible to remove the afflicted men.

A communication was read from the health officer telling of certain covered drains and ditches being used for excreta, etc., the same being a menace to the public health. No action. Another communication from the same source set forth that in certain places infected ground was traversed by wooden pipes, through which water was supplied. Referred to the Yukon commissioner for inquiry.

A leave of absence was asked for by the chief liquor license inspector. Request granted and Judge Dugas asked to draw up an ordinance appointing a temporary substitute. Patterson and Cleveland, the wagon road contractors, addressed the council with a request for inspection and acceptance of that part of the Dominion road already completed. The contractors also suggested building a branch road up Hunker. Both propositions were agreed to by the council and the government engineer was accordingly directed to look over the route.

Landing at Nome.

From returned Cape Nomers who were on the ground this summer some of the peculiarities of that strange port are learned.

In the first place there are no docks, and can be none on the beach, as the surf never ceases to roll in mighty waves and beat upon the shore in such manner as to prevent the near approach of vessels of any kind. Landings of merchandise and passengers are now made with surf boats. Rowing towards the surf the boatmen presently find themselves hoisted on the crest of a wave and borne shorewards with nerve-racking velocity. Very quickly they find themselves thrown up on the beach, sometimes with sufficient force to stave in the boat. All haste is then made to get passengers and freight above the water line.

In embarking the difficulties are still greater. It is found that with considerable regularity about every ninth wave is higher than its fellows. The boatmen watch and count and at the proper moment rush their boat out onto the receding ninth wave, which quickly bears them away from shore. However, some strong rowing must be done or the wave surges backwards to the land, and one quickly finds oneself carried into the rolling surf once more.

From the foregoing it will be seen that life on the beach is not all beer and skittles. While the written account is decidedly interesting, those who have landed through the surf assure us that the critical moment robs the surf riding of all charm.

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