

ABUSED ANIMALS

Should Receive The Protection Of Humanity Inclined Citizens.

DAWSON RESEMBLES ORIENTAL CITY

In The Number Of Its Half Starved, Uncared For Dogs

WHOSE OWNERS ARE GUILTY

Of the Greatest Cruelty and Should Be Punished—Form a Society For Their Protection.

From Thursday and Friday's Daily.
Spread upon the statutes of California is the law which says that none but women and fools shall have the right of suffrage, or be eligible, under stated conditions, to obtaining that right. In Dawson there are doubtless a great many people who would say that none but women and fools would presume to tell a man what he should or should not do with his own property, but for all that there are a great many people who are not generally classed as fools who, in the near future will proceed, in a summary manner, to do just that very thing when that property happens to consist of dogs, horses or other live stock which may be and in many cases at the present time abused, contrary to law, a natural feeling of human kindness and decency.

There are running about the town today large numbers of dogs, many of them considerably less than half fed and apparently altogether uncared for and unkempt, and this state of affairs has forced itself upon the attention of people till the time is ripe for decided action looking to the prevention of cruelty to animals. The cruelty punishable by law does not consist, as many dog owners seem to think, only in the unmerciful beating of animals, but there is another practice prevalent here which is even worse than that. It consists in turning dogs loose on the town without feeding or in any way caring for them, trusting to the animal's ability to hustle for himself by begging or stealing.

The result is that Dawson is fast becoming overrun with mongrels to an extent almost equal to some of the Oriental cities. Many of these animals are not only half starved to death but are sick with mange and distemper, which constitutes a menace to animals which are properly cared for.

In view of all this the question of forming a society for the prevention of cruelty to animals has been agitated, and this morning a Nugget representative called upon Major Wood to ascertain what encouragement, if any, such a society would receive from the police.

Major Wood said: "It is one of the duties of the police department to look after such matters, but of course many cases must escape notice. You may say that any movement in that direction will receive the hearty support of the police force in every way possible. "Should a society be formed to prevent cruelty to animals, its members could be of great assistance, and I believe accomplish much good in that direction."

The Nugget invites correspondence on the subject and will further the project in every way possible.

Bryanite Heard From.

Dawson, Oct. 11.

Editor Daily Nugget:
I am pleased to see that you have arranged a plan by which we Americans can express our preference for president of the United States. But I must say that I think your reporter who was out yesterday interviewing men as to whom they would vote for if on the outside, did not try to find Bryanites. I have my suspicions that the young man is a Republican and don't want to run against any Democrats. If he will take a walk with me I can, in less than one hour's time show him 200 Americans, each of whom can and will say, in the language of David B. Hill, "I am a Democrat."

Let the man who wants to see four more years of Hannaism thrust upon his country vote for McKinley. It is his right, but in my opinion it shows very poor judgment. It was Hannaism that drove me to the Klondike three years ago and as long as it prevails outside it will keep me here.

Talk about good times outside! It is all tommyrot. During the past four years the rich have grown richer and the poor poorer. What is happening today? In the state of Pennsylvania alone 200,000 miners have been forced to quit work, and why? For the simple reason that the measly wages they are paid are not sufficient to support life and keep the bone green, and the laborers decided that they might as well die in idleness as die working.

Expansion is a Hanna idea that will, if persistently followed out, lead to the ultimate ruin of the United States. Expansion killed Spain, is crippling England and will do the same for the United States. What does the United States want with a few million acres of swamp land and several million half naked niggers? The former will be gobbled up by syndicates and the niggers will be fed at the expense of the government just the same as her Indian wards are at the present.

It is to be expected that such a list of never-sweats as your reporter interviewed yesterday would all be for McKinley. But send him out among the horny-handed sons of toil and let him ask them who they would support if on the outside, and I venture the assertion that four-fifths of them will answer "Bryan, the anti-imperialist, the friend of labor and of good government; the enemy of trusts, the foe of everything un-American."

If your Republican reporter or any other Hannaite thinks there are no Bryan men in the Klondike, I will meet him at any place he may name in Dawson, be it in a saloon, store or church—any place he may name—and wager from \$100 to \$1000 even money that, if the Nugget election polls votes uniformly from both parties as they are represented in the Klondike, Bryan will win. Money talks; so put up or shut up!

BRYANITE.

Safety, Not Speed.

As far as English ship owning firms are concerned Atlantic "speed records" are things of the past.

It is rumored (and not generally believed) in shipping circles that the Cunard company is going to build two new record-breakers. Beyond this rumor there is nothing to show that either America or England will attempt for many years to come to wrest from the Hamburg-American and North German Lloyd companies the honor of making the fastest passage across the Atlantic.

This week the new Hamburg-American steamer Deutschland crossed from New York to Plymouth at an average rate of 23 knots an hour, and the North German Lloyd liner Kaiser Wilhelm der Grosse at a rate of 22.75 knots. The fastest average time ever made by the Cunard crack Lucania was 22.01 knots per hour, the Campania coming after with 21.88.

Abandoning speed records, the English companies are striving to build the largest, safest, and most comfortable boats for the western trade.

"Speed records," said Mr. J. L. Carozzi, editor of the Syren, to an Express representative yesterday, "have reached their limit as far as English shipowners are concerned, because the maximum of speed plus economy has also been reached."

"We can still build faster vessels than the Germans on the Clyde and at Belfast, but the cost of running them would cut the profits away altogether."

"It is a question of coal consumption. Some time ago I reckoned the difference between 20 knots an hour and 22 knots on a steamer like the Campania. The additional two knots is equivalent to a consumption of about an extra 300 tons of coal a day. Think what that means at present prices!"

"Of course, the German vessels are heavily subsidized by their government, and can afford the luxury of an extra knot."

"Safety, comfort, and cargo-carrying are the points to which the English companies are looking."

"There is another reason why shipping companies are not troubling about extra speed just now. A five and a half days' passage to New York will land passengers at an awkward hour of the night or early morning. Bring it down to five days and there is a distinct gain. I believe that if the German vessels cut the record down to five days no English companies will be drawn into the speed contest again."

Mr. Alfred Jakins, the well known passenger agent of Leadenhall street, agrees with Mr. Carozzi. He finds no trend of passenger traffic toward the faster German boats. English travelers are satisfied with the speed, safety

and comfort of English lines, and only take to the foreign vessels when their own are fully booked.—The London Express.

The Royal Arms.

The only arms the British public knows are the royal arms, appearing as they do on official paper, in many churches, on writs, summonses, etc., and over the shop fronts of certain tradesmen—in fact, so misused and vulgarized is the royal escutcheon that it must be regarded by the bulk of the populace as a trade mark. This last certainly ought not to be; but matters armorial are become so chaotic in this kingdom that veritable trade marks, registered as such, are in many instances true coats of arms, certainly not granted by the Earl Marshal. It would not be difficult to name brands of hair wash, beer, etc., bottles of which are decorated with a complete achievement of arms, crest, supporters and motto, all complete! A well known brand of brandy sports three mallets on a shield, with a martlet as a crest, and the bottles are also adorned with three mullets. This perversion of use is nothing less than an injustice to those owners and rightful bearers of arms who pay their annual tax for the privilege of using an honor that they are entitled to bear either by descent or grant. If armorial bearings are of any honor or importance their use ought to be rigidly controlled; if not, then the tax ought to be abolished. At the present time a tax is imposed and no security given in return that misuse of arms will be prevented.

Occasionally the impudent appropriation of the royal arms has been the object of a prosecution. In 1895 the treasury summoned a bailiff at Lambeth for using the queen's arms on a notice to quit; the case being the first of its sort, a nominal penalty only was inflicted. As far back as July, 1893, the London Reform Union obtained a similar conviction. A most remarkable instance occurred, or rather came to light, in May, 1899. A man was sent to jail and hard labor for keeping a disorderly house under the guise of a massage establishment; this scoundrel had actually had the effrontery to print the royal arms and "by appointment" on one side of his advertisement cards, with the Prince of Wales' arms on the reverse. The royal arms appear on certain well known newspapers; it is not generally known by what right, if any.—The Gentleman's Magazine.

News of the River.

Last evening when the Canadian sailed she carried 110 passengers, and a large number of people were on the dock to say good by to departing friends and witness the sailing of what many believed would be the last boat out this year. Whether the steamer's whistles made more noise than the crowd on the wharf is an open question, but the Canadian got a good send-off at all events.

The sailing of the Zealandian tomorrow evening is still a matter of doubt as it depends largely on the condition of the river at that time and the demand for tickets.

It was not originally the intention to send the Flora back here this year, but the company's plans have been changed and Mr. Calderhead received a message last evening stating that she was on her way down the river. Immediately upon her arrival here she will start once more for Whitehorse, and will most likely be the last steamer to turn her bow up stream before next spring.

A few scows are arriving every day from above, and a great many are on the way.

Among others who are coming with scows freight laden is J. R. McGovern who is somewhere between here and Whitehorse with several scows loaded with machinery.

The Yukon wore a very wintry aspect this morning, and a continuous flow of ice marked the main current. Several days since it was reported that the Stewart and Pelly were both putting out a flow of ice, and this morning it is said the Pelly is increasing the supply.

The scows coming in this morning showed considerable ice frozen to their sides.

The steamer Monarch, Capt. Leech, master, and H. V. V. Bean, purser, arrived this morning, eight days from Whitehorse, with 200 tons of freight and the following passengers: Mrs. Percy Hope and child, Miss Laura Maynor, Mr. and Mrs. Chris Betsch, Mrs. McCallister, Miss May Schafer, Pete McDonald, Mr. Pinks, H. Spaffler, E. Gunderson, Ed Peterson, J. N. Farron, and Chas. Armstrong.

The Monarch was chartered for the trip by Messrs. Daniel and Hill, who were expecting a large consignment of meat at Whitehorse, but the season being late and as the meat had not arrived they filled her up with a general cargo.

There is pleasure to be found even in misfortune, for while at Hellgate, where the Monarch was stuck for two days and where the Zealandian and Bonanza King were detained at the same place and for the same reason, a very pleasant social dance was held on the Bonanza King by the passengers of the aforesaid steamers and which was thoroughly enjoyed by the belated travelers.

Mr. Daniel, one of the chateaus of the Monarch, informed the Nugget representative this morning that ice was flowing from all the rivers tributary to the Yukon and was gaining in quantity daily.

The Monarch will start for Whitehorse tomorrow where she will go into winter quarters.

Society on Gold Run.

If the city folk think the creek people live a dull, prosaic life during the winter season on the creeks, they are wrong in their reckoning; for there are no places in the Klondike where more attention is given to the cultivation of social nature than on the more thickly populated creeks, where the long, dark winter is a continued round of pleasure, and the sound of music and dancing is heard almost every night. On many of the remote creeks from which the residents seldom get to Dawson during the winter season, those not familiar with the effervescent spirit which pervades the Klondike naturally think that ennui and homesickness are the "meat and drink" of the residents, especially of the ladies; but such is not by any means the case.

On Gold Run the people are looking with blissful anticipation for the closing in of winter, and arrangements are already under way for a number of swell society functions which will drive away dull care and demonstrate that life on Gold Run is encircled in one bright halo of unalloyed pleasure.

Among those who will be prominent in Gold Run society circles during the coming winter are the following: Mr. and Mrs. A. W. Robinson; claim 42; Mr. and Mrs. Warner, 37; Mr. and Mrs. Rutledge, 47; Mr. and Mrs. Mosier, 36; Mr. and Mrs. J. W. Rogers, 34; Mr. and Mrs. Stone and Miss Stone, 31; Mr. and Mrs. Tyler, 29; Mr. and Mrs. Klindt, 30; Mr. and Mrs. Hering, 28; Mr. and Mrs. Sola, 22; Mr. and Mrs. Murdock, 12; Mr. and Mrs. Thompson, 32; Mr. and Mrs. Daly, 31; Mr. and Mrs. Ruastrom, 33; Mr. and Mrs. White, Mr. and Mrs. Lucas, 36; Mr. and Mrs. Thompson, 12, and others whose names were inadvertently overlooked in making up the list. With all these people and several good violinists, it does not look as though ennui will get much of a foothold on Gold Run this winter.

Work has regularly opened on many Gold Run claims and the present indications are that the work done this season will be more than ever previously performed on that creek. Mr. Curry has taken charge of the work on No. 12 and Mr. Martin No. 16.

The hotel and bunkhouse which formerly stood on 27 Gold Run, has been moved over to the wagon road where it is being operated by Chute & Wills, the former being in charge.

The Steamer Cutch.

The Cutch still rests on the rocks of Horseshoe reef, where she struck on the fatal August night. The hole in her bow has been patched up, but no successful efforts has yet been made to float the once staunch Skagway-Vancouver flyer. It is even uncertain as to whether or not the owners will ever try it. The Farallon, which arrived Wednesday night, and the Danube yesterday, each passed the Cutch and report that there seems to be no change in her position. She lies as she was when her loss was first reported. Capt. Newcomb was seen at Juneau by Farallon officers and passengers. He is reported as saying: "I do not know what will be done with the Cutch. The owners have not abandoned her, but have patched up the jagged hole caused by the sharp rocks of the reef. Whether they will try to do more I do not know."

It is further reported that Capt. Newcomb thought it probable that the ship would be delivered to the underwriters, who would probably wreck the speedy craft.

It has been nearly six weeks since the old East Indian ship went ashore. If she shall be abandoned by the owners and saved by the underwriters, she will probably be repaired, given an American register and a new name. Whether or not she would resume the Skagway run would depend upon the offers received by the new owners.—Alaskan, Oct. 5.

Fur caps; ladies' and gentlemen's. J. P. McLennan.

Special Power of Attorney forms for sale at the Nugget office.

School tablets 25c; Nugget office.

GOVERNOR BRADY'S INDIANS

He Wants Them Given the Right of Suffrage.

Alaska's Chief Executive Looks After His Own—May Have a Congressional Bee.

Gov. Brady was recently interviewed by the Juneau Record Miner, and among other things strongly urged that the privileges of citizenship be conferred upon the Indians. He said:

"Another matter which needs attention at Washington and at once, is the legal status of the Indian. We seem to have the choice of a reservation system with all its accompanying disadvantages or the granting of full equality to the Indian, who has severed his tribal relations and who can pass satisfactory educational tests. There are many Indians perfectly capable of citizenship. I believe in making all equal before the law and am in favor of giving all privileges to the Indian and making him on the other hand liable to its penalties. I think we must do one thing or the other, for the old method of existence is no longer, in many places, possible. For instance, at Haines Mission, I was met by a delegation of Chilkats, some of the finest Indians in Alaska, little hurt as yet by contact with the whites. They were formerly great fur traders, buying the furs from the interior Indians and hunting themselves. This has gone. They also controlled a trail to the interior. The Dalton trail has spoiled the market for their labor. Finally the cannery men take cannery sites, as they have a legal right to do at the mouth of the river and the fish no longer run as they used to and they cannot take them high up the stream as formerly. Something surely should be done."

The above appeared in the Daily Alaskan and in the same issue appeared the following editorial:

Gov. Brady believes the Indians should have the rights of citizenship, which of course includes the elective franchise, and would give the Indians the right to vote when the people shall be called upon to elect a delegate to congress, which Gov. Brady believes will be next year. While such ideas are strictly in line with Gov. Brady's record, it is not probable that his solicitations for the noble red men are alone responsible for his attitude.

The truth is more likely that the cunning executive is planning a political future for himself. He well knows that his public career will be cut short when the people of Alaska shall have been given home rule if the destinies of the territory to be given into the hands of the white citizens who are now developing the north. If the elective franchise be given the Indians the wily aborigine speaking governor evidently believes he would have his political antagonists at a disadvantage. His copper colored friends would hold the balance of power, and if they did his bidding, it would probably be many years before the enterprising business men of Alaska would have the direction of their own affairs.

The scheme of our ambitious governor should be nipped in the bud. It is all very well for those who so desire to prate about governments to be conducted by the half barbarous polygamists of Sul, but a mistake would be made if the race question be injected into the problems that will confront this territory when it shall have been established. The history of the Southern states during the last three decades should be sufficient to teach Americans what to expect if an inferior race be given the power to rule. The white population of Alaska is well qualified to lay the foundation of a state. The people who cut loose from the advantages of further advanced communities and have worked such wonderful improvements in Alaska, will compare favorably with those of any other portion of the United States, and it would be working a hardship, indeed, if the uncivilized natives of the forest were given the right to govern them.

Body Taken Outside.

Benjamin Stone, brother of Martin Stone, the unfortunate mate of the steamer Clifford Sifton, who was recently drowned near Hootalingua, has taken his brother's corpse to the outside. The remains will be interred at Victoria, where the deceased has a wife and three sisters. The dead man was a native of Greenspond, Newfoundland. He was very generally esteemed by his associates on the boat as well as by others who knew him.