

POLICE AND CITY EAGLES

Hockey Match Results in Score Tied

Game Saturday Evening Raised the Stock of the Red Coated Guardians.

After the conclusion of the hockey game Saturday evening a Nugget man crept up two flights of stairs to the gym dressing rooms where the players were exchanging their garments for those of the street and asked one of the forwards of the Eagles what he thought of the game, and the look of disgust that spread over his classic countenance would have answered the question without the use of any words. "We played like a lot of farmers," was the sentimental reply and there was no one to deny the accusation. "The police did not make the last goal they were given and they were not entitled to make the one before."

The last goal referred to caused all kinds of comment and it was the general belief that the umpire was wrong in allowing it. The shot was made so quickly that one could scarcely follow the puck to see where it did go to. Constable Winters thought it went in the net and bounded out, raised his hand thus declaring a goal and could not very well alter his decision even though he might have been convinced of his error. And that was the last goal of the game, the one that tied the score. After considerable squabbling over the umpire's decision the Eagles were very anxious to play it off, but the Police had achieved enough glory for one evening, having tied one of the top-notch teams in the league, and declined to risk their suddenly elevated reputation by playing another five minutes.

The playing of both teams was very ragged at times, the Police being often lamentably slow in their follows. The Eagles, too, failed to distinguish themselves by any brilliant work. Individual plays were common enough, but the mass moves and combinations were very much to the bad. One reason for the latter was due to the absence of two of the best men on the team. Captain Merritt, point, is still laid up at St. Mary's—the result of the Christmas game, and he is a crackerjack at that position, and Andy Smith, a peach on the forward line, is off with a smashed ankle which he received three weeks ago. From the spectators' standpoint the game was lively enough to suit anyone, but compared with the standards of good hockey it lacked a great deal of being up to par.

Both Timmins and Boyer played a star game, two of the best goals scored, by the way, that ever happened on the ice, and had to be taken for their aggressiveness. The goal would have been up in the teens instead of 4 all. All through the game the shooting was excellent. The first goal made was shot by Winters after five minutes play and having scored first blood the friends of the yellow stripes let loose a yell that almost raised the roof. During the next five minutes hope distinguished himself by making a pretty stop of a liner headed directly for the net as one would wish to see. Keenan got hold of the rubber and by careful nursing and lightning speed succeeded in carrying it the full length of the rink, shooting a stemwinder that struck Timmins square on his magnificent bonum. Hugel lifted the full length of the rink and a moment later Keenan repeated his performance only to be cleverly checked by "Wedy" who tripped and nearly fell in doing so. Again Keenan made a third try and this time was successful.

Toward the later end of the half the Police made another goal making the score 2 to 1 and the way they took shot up would have reminded one of Old Huddell's famous wheel corners. The play had been slow for a moment or two when there occurred a hot scrimmage near the Police goal. "Wedy" finally secured the puck and with nearly a clear field started home. Hugel and Patterson were hot on his trail and when the end of the rink was reached had him pocketed in one corner, and just as he was about to lose the precious disc he quickly passed to Cosby who made a fair shot in the net in spite of Boyer's watchfulness. Just before the call of time "Wedy" was retired for a half minute.

In the latter half both the Haddock boys distinguished themselves. The play had been on but three minutes when Ernest Haddock scored for the Eagles, tying the game. Timmins and Boyer made some excellent stops in the next fifteen minutes at the end of which Patterson made a goal which gave the Eagles a lead of one. A few moments later Cosby scored for the Police on a lightning pass from the left hand corner, the puck after entering the net bounding out, again making the game a tie with but seven minutes to play.

followed one another in rapid succession, on one instance the puck being lifted up in the air near the trusses leaving nearly all the players for a second or two in ignorance as to its whereabouts. At last Keenan made a lucky shot that gave the Eagles a total of four goals. The puck was again quickly put in play, the Police bunched in and rushed to their goal and just at a critical moment the referee's bell rang owing to an offside play. The puck was not five feet from the goal and Gibson had hardly said "you're off" when Cosby lifted into the net. The latter is the goal that was disputed, those standing near the goal and Gibson had hardly said "you're off" when Cosby lifted into the net. The latter is the goal that was disputed, those standing near the goal and Gibson had hardly said "you're off" when Cosby lifted into the net.

Increasing the water pressure at the engine does not relieve the trouble in the least as the ice forms just the same. As the ice forms in the hose, choking down the stream, it throws an extra load onto the engine caused by the friction from the reduction of the inner diameter of the hose by the ice thus formed which retards the ready flow of water after it leaves the engine. This causes the water pressure to increase in pounds to the square inch and therefore endangers the hose, particularly that section nearest the engine, for being subjected to a strain greater than the regular safe working pressure, it is liable to burst or part at the couplings which would cause a delay that might prove fatal.

I have personally inspected the hose after several fires and have found that at the finish as the couplings were broken ready to be taken away the inner diameter was choked down to an opening that was hardly an inch in diameter by a solid, flinty mass of ice that requires some 24 hours steady heat in the hose-tower to liberate and put in shape for service once more.

Perhaps some of you gentlemen of the fire board saw the state of the hose after our recent Third avenue fire when it was 50 below zero and if so you readily see what danger the city would be in should a second large fire break out before that hose could have been put in shape for service. Suppose that a call had come in for a fire in a different part of the city, a fresh line of hose would be called into service and after having pumped steadily for a couple of hours the fire still raged and would require battling with for a period of from 4 to 6 hours longer before it could be extinguished and granting that you could have a full head of water all this time; it would not be any too easy on the firemen or on the engines. But, gentlemen, after a two hours run at the most our lines are frozen up; all the reserve hose has been disabled at the fire just extinguished earlier in the day and now the department is crippled and chief and men are forced to leave a task that they would give their lives to accomplish.

Ten will be the time when men, women and children will have to flee from the flames, out into an Arctic night. It is one of the things that we may be very thankful for that this state of things has never come to pass and that two very large fires have not yet broken out in our midst when the weather was 50 below zero, but it will be worth our while to consider what shall happen in our city with its awful result, before we come to the front and take the step that will carry our city, safely through such a trial?

Doubtless many of you who are now attentive upon these words as they are now read before you, do not know that such a state of things exists with our able department at the present day, but such is the case and these facts can be proven by a careful inspection of the hose during the periods of frigid weather.

In a talk with Chief Lester of the fire department upon this grave subject very recently, he said: "This is a matter, Mr. Tennant, that has given me good reason for much serious thought and should be dealt with at the very earliest moment; but just how this evil may be removed from our pathway in our calls to fight fires in extreme cold weather, I have not yet been able to fully solve."

Thus it will be seen by the views of our fire chief upon this difficulty that it is worthy of immediate consideration by the members of the fire board, and if not dealt with, such a time may come when the entire department will become helpless from the above cause, and the public, not knowing what difficulties our brave firemen are called upon to struggle against in winter, may thoughtlessly make unkind remarks, or place blame where it does not belong.

This article is lengthy, but it is intended to make clear the facts to those who have not been brought face to face with this difficulty, and with your permission, I will suggest for your careful consideration four methods of heating the water which the engines force through the hose while pumping during a fire, and by heating the water that passes through the lines, it will be seen that if heated to a proper degree before it leaves the engines, it will be discharged at the nozzles in a warmed state and no ice will form in the hose to choke down and shut off the water supply during a conflagration. Gentlemen, I would suggest:

First—That a jet of live steam be injected into the discharge water after it has left the engine and has entered the hose.

Second—That the suction hose of the engine take its water from a well in the bottom of the engine scow of such size as to allow plenty of room for same and that the water from the Yukon enter this well at the bottom. That this water be heated in the well by a jet of live steam from the surplus from the fire engine.

of from a secondary boiler kept for this purpose. The heated water remaining at the top of the well and the cold at the bottom.

Third—That a tank be built and housed in the engine scow or in a building near by with a capacity of from 15,000 to 25,000 gallons and that this tank be connected with the heater now in the engine house with circulating coils. This tank is to be kept full of water and heated by the circulating coils, and at the end of a fire when the engine has shut down instead of blowing off the steam of the engine into the cold air and blowing out her boiling water over the ice of the Yukon river, this could be blown through suitable pipes into this tank of water and thus add this extra heat to the tank of water to be used at the next fire. During a fire and after pumping the cold river water for an hour or so through the hose, by a second suction hose which will be connected with the hot tank, the hose from the Yukon will be shut off and instantly the one leading to the hot tank be turned on and let the engine throw this hot water for 20 minutes or so from the tank, which would free the entire line from its ice and put it in just as good shape as when the line was first laid at the outbreak of the fire. When free of ice, the Yukon water could instantly be brought into use once more without stopping the engine or missing a stroke, by means of a suitable lever.

Fourth—That the water after it has left the engine and before it enters the hose, be carried through an iron pipe, 4 or 6 inches in diameter and 10 or 20 feet long, the length to be found by practical tests in very cold weather. This length of iron pipe is to be carried through a "hot drum" of the same length.

This drum can be made of sheet iron, much in form and pattern as the large heaters used in some of the public places about town. This drum, or long heater, will be fired by good dry wood and being near the engine, can be looked after and supplied by wood, the same as the engines are with coal.

The water as it leaves the engine, passes through this iron pipe running through this "hot drum," and becomes heated by the roaring fire within the drum, coming in direct contact with the iron pipe through which the water passes on its way to the fire.

This would so raise the temperature of the water that even in our very coldest days, no ice could form within the hose to shut off the water supply when most needed at a dangerous fire.

If one "hot drum" should not prove powerful enough to heat the water sufficiently to clear the ice from the line, a second one could be installed on the same hose some 600 to 800 feet down the line.

By applying extra heat at such a point by a second hot drum, it would be possible to keep the water far above the freezing point and furnish a full head of water at the nozzle for a 24-hour run in the coldest of our winters, if need be.

A third one could be added, should it be required, on a very long line, or one drum of mammoth size could be constructed at the engine scow; the heating surface of which would be great enough to meet all demands for the entire line.

Should any one feel interested and wish me to explain more fully any little point not made clear in this lengthy article, my time is at your disposal and for the safety of our city.

I am, gentlemen, your obedient servant. CHESTER W. TENNANT.

Over the Ice

Goods recovered by Smith this week are: Wire Frames for Lamp Shades, New Crepe and Tissue Paper, Tally Cards, Gold Stars, Hearts and Punches for whist parties. "Glen-garry School Days," by Connor; "Captain Macklin," by R. H. Davis, and other new books.

TWO MORE PROTESTS.

Have Been Set for hearing by the Gold Commissioner.

The protest of J. L. Meder against A. F. Kolph was filed with the gold commissioner this morning, and he has fixed March 17th for the hearing. The parties to the suit each own an half interest in No. 5, Lindow creek, and plaintiff has done his assessment work but claims that defendant has not done his and has not had a free miners' certificate for fifteen months and that his whereabouts are unknown. He therefore asks that the whole of the claim be granted to him.

A protest as to priority of staking was this morning set down for hearing on Feb. 4th. The plaintiff is Patrick H. Rense and the defendants Patrick Henderson and Hardy Myrick. They both claim to have staked a bench claim opposite and adjoining discovery claim on Bonanza, right limit, on Dec. 18th.

Cause of Stage Fright. An expert claims that stage fright really comes from a disordered stomach. He argues from this fact that persons in Dawson contemplating appearance should be careful of their diet and always buy groceries of Dunham, where they are always sure of getting the purest and best.

THREE DECKER STREETS OF NEW YORK CITY

New York, Dec. 20.—Now that New York's wonderful new underground street railroad is showing distinct signs of progress towards actual completion, and three and a half millions of citizens are beginning to speculate as to what it will feel like to rush up and down under Manhattan island in the morning and evening, in alternate quest of work and rest, a far greater cause for speculative wonderment is suddenly furnished by the proposition that even when the new subway is ready for use, additional means of rapid transit will be provided at once, and that the metropolitan streets, according to plans as yet in part kept secret, will assume unique characteristics as highways.

New York's constant and phenomenal increase of population has brought the necessity for additional transit facilities to this pass. The new subway road has been carried within sight of completion with a rapidity never before equalled anywhere, yet the increase of population has outstripped it.

"The situation now is," said a prominent engineer today, "that when we begin to use the rapid transit tunnel we will have three-decker streets, the elevated overhead, the street cars and below the latter the new subway tunnel. But will three-decker streets suffice for all the additional people we will have here in a few years? If the population triples, the means of transit will have to increase in proportion.

"Manhattan island can expand only to the north, by extending the limits of her street boundaries beyond the Harlem river and thus providing house room for her increasing number of citizens on the northern mainland. The task before us is how adequately to transport the future population, but the future and its population, if I may say so without being guilty of a 'bull,' is even at present a problem for our solution. That is because things move so quickly in New York.

The engineers who are charged with the solution of this problem are contemplating some radical departure in the line of their professional plans. Considering the shape of this island there is only one way of transporting people up and down it as the city itself expands to the north. The route of railways is by geographical conditions confined to a long and narrow line. You can't circumvent this line by curving around it east or west. There are only some high ways available for traversing it north and south. How are the people to come and go in these two directions, and do so with an adequate degree of speed? Some adventurous spirits in the councils of the engineers are figuring on a possible system of moving platforms to be constructed above the broader avenues on the east and west sides of the island, with stations at intervals. These platforms would be constructed on the same principle as the self-moving or automatic staircases now in use at some of the elevated railway stations, and which raise passengers to the platforms without requiring the passenger to climb steps. Of course the building of these platform's intention to run the length of the island, north and south, would have to be on an enormous expanded scale, a great development of the same basic principle as that of the stairways. They would have to be built at a considerable height above the avenues they would traverse. Moving rapidly, the platforms would accommodate large crowds with transportation up and down, depositing them at the various stations en route, from which they would descend by means of elevators to the street. The height at which these automatic platforms would be placed, and the combined lightness and strength of their construction, would obviate the possibility of their darkening the avenues along which they run. If such a transit system can be brought to a practical scheme of construction it would vastly relieve the subway, the elevated and the surface trains and cars in their titanic task of transportation of the daily migrating populace of the metropolis.

"It is an old proverb, you are aware, that great crises produce inventive and directing minds capable of meeting the requirements of the situation, however fraught with difficulties the situation may be. History records the truth of this proverb in many instances, even the history of yesterday.

"You see how the erection of tall buildings has been resorted to in order to solve the difficulty of house room. Thus we are daily having taller and taller buildings erected, both for household and business purposes, making space in the air, as we cannot make it on terra firma. On a similar principle we are beginning to use the space under the earth, by constructing subways. There is nothing to prevent the making of additional subways after we have completed our first one. The thing is to create space whereby transportation facilities may be multiplied.

"No science, perhaps, gives the world, from time to time, greater surprises than does the science of the engineer. The central idea contained in the moving platform has possibilities of development which can hardly be measured. And when it is developed as I think it is certain to be through the mental activity of those professional men who study it, things will be seen accomplished which, but yesterday, would have been considered altogether visionary.

"The merging of New York's elevated and subway systems of rapid transit marks a new departure, because until now the rule has been to make the rapid transit routes of the metropolis independent of each other. The subway street railway will connect Brooklyn with New York by the connecting spur of the City Hall loop, which joins the Atlantic avenue tunnel. This will give New York and Brooklyn intercommunication of the most desirable kind. The spur of the elevated road, to be made from the terminal of the existing Brooklyn bridge, will join the latter with the new bridge to Brooklyn at Delaney street. The intention of the Interborough Rapid Transit Company to secure a right of way across the Macombs dam bridge will bring big results in the direction of increased rapid transit between the city and the northern suburbs.

"The quick realization of the cherished dream of rapid transit, so long hoped for by this metropolis, will mark a distinct epoch in the history of urban development in the United States. It will be an event of national interest. It will show that, in spite of the peculiar difficulties which Manhattan island, because of its geographical position, has had to contend with, an almost perfect system of local rapid transit has been planned and carried into execution. It will be an object lesson of immense value to other cities. A practical example will have been set by which other great centers of population may be encouraged to struggle against their own difficulties in the same connection. It will prove what can be done.

"But the consummation of the whole scheme, which is to give the several boroughs of New York adequate and rapid intercommunication, will do more than show mere object lessons to other centers. The methods which the ingenuity of engineers will produce, as I have said, under the stimulus of necessity, will be things to make the world wonder. The situation will be the means of discovering new geniuses among our engineers. Such achievements as the practical adaptation of the moving platform or staircase principle for long-distance transit, are going to prove again that there can be more things in this world than we are accustomed to dream of in our philosophy. Have we not just closed a century of wonders? If those who saw it down are able to see what we are doing in the threshold of another, they might be surprised a little. But we will not have to wait a century to witness greater achievements than those which have already caused us to grow used to being surprised. Many marvels have been crowded into the last brief quarter of a century. Belpre half a decade of this one lies behind us, our experiences will be largely added to. New York's solution of her rapid transit problem will play no small share in teaching the world more than that it has ever known."

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Up Against It. Portland, Ore., Dec. 20.—All the legal lights of Portland are showering Justice of Peace Reid with sympathy. Imagine a man, even if he had the wisdom of a Solomon, deciding whether a fashionable lady's dress fits, and that is what the judge must do.

Because Mrs. G. E. Stewart was not pleased with the fit of a new gown, she would not pay her dressmaker. So the latter, Madame Imoller, brings suit for \$15.50. And now Mrs. Stewart demands counter damages for \$58.50.

Mrs. Stewart wore the dress in question in the court room. She said her arms would stick out straight. It was gathered in the back and displayed a remarkable death of tucks. It did not even come together at the points indicated by the buttons.

The poor shape of the blouse did not hold a candle to the midst of the skirt.

There was no fare at the bottom and it presented the sorry spectacle of hot being tight enough at the place where skirts meet the waist.

And the plaintiff was "too mean for anything." Madame Imoller said it was "not the fault of the dress that it did not fit well, and intimated that some people could not wear clothes anyway."

Flounces, gores, tucks, pleates, yokes, cuts on the bias, were poured into the judge's ears until the puzzled man adjourned the court without a decision.

Moran and Montgomery—Auditorium. ROUND—One Black Dog, with bob tail. Apply E. H. ELWELL, 34 below Hunker.

Wishing You a Happy New Year and thanking our many friends for the assistance rendered during the late fire, we remain, Yours to Please, SARGENT & PINSKA, SECOND AVENUE

N. C. Co. TEMPERATURE 7 a. m. January 5, 1903. - 17 Below 7 a. m. January 5, 1902. - 20 Below 7 a. m. January 5, 1901. - 18 Below Epp's Cocoa Northern Commercial Company

Thos. Adair's Platform for Mayor.

To the Electors of the City of Dawson.— The following are in my opinion the most important matters of a general character which require the attention of the next city council:

1.—I shall endeavor to procure the installation of water mains and hydrants throughout the city so as to provide the best possible protection against fire.

2.—I believe that the anticipated necessities of the city at present would not warrant the maintenance of a city police force. If the N. W. M. P. force continue to efficiently discharge their duties I shall favor their retention.

3.—That no contract shall be let without publicly calling for tenders. The public tender system pursued by the present council during the past year has resulted in a saving to the city of many thousands of dollars.

4.—The standard rate of wages should be paid by the city and by all city contractors.

5.—Improvements should be of a permanent character as possible. The garbage road and sewer constructed during the past year mean a saving of almost nine thousand dollars annually.

6.—As the organization of a municipality has been completed by the present council, it will not require the same amount of time as work on the part of the incoming council and I consider a salary exceeding \$3,000 for mayor and \$1,000 for Aldermen would be sufficient compensation.

7.—I shall require the strict economy to be practiced in the administration of the city finances and will insist on keeping the expenditure within the estimated source of revenue for the coming year.

8.—The finances of the city during a past year have been economically administered and notwithstanding a very large expenditure made on public works, the tax rates have been kept down to 1 and 4 cents and the city is absolutely clear of debt and has a total reserve consisting of cash on hand and uncollected tax amounting to about \$36,000.

If elected I shall endeavor to carry out the above platform and discharge my duties to the public to the best of my ability. Yours respectfully, THOS. ADAIR

FOR YUKON COUNCIL. Dawson, Yukon Territory, December 26th, 1902. To the Electors of the Electoral District No. 2.—

Christmas Turkeys INSIST ON GETTING THE PRODUCT OF THE Pacific Cold Storage Co. ASK YOUR BUTCHER FOR OUR CORN FED STOCK.