

The Klondike Nugget

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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.

MONDAY, MAY 19, 1902.

\$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.



AMUSEMENTS THIS WEEK.

Auditorium—"The Wages of Sin." Orpheum—Burlesque and Vaudeville.

THE FIRST BOATS.

The opening of river navigation was officially inaugurated yesterday by the arrival of no less than nine steamers, all of which are now in regular commission and ready to handle the big volume of summer traffic. No more welcome sound is ever heard in Dawson than the whistle which announces the arrival of the first steamer. The event is an inspiring one, for it proclaims the glad tidings that Dawson is again in close touch with the great, busy, outside world.

Business conditions invariably brighten and improve after the first steamer is tied up at the dock. New life is injected into trade and all branches of industry seem to experience a quickened pulsation.

In former days the cry of "steamer-boat" meant relief from a lack of many of the comforts and necessities of life, and consequently a deeper significance was then imparted to the arrival of the first boat than is the case at the present time.

But even under present conditions, there is an indescribable sense of satisfaction in the knowledge that the boats are once more plying the river and that direct communication with the outside is again established.

The breaking of the ice in the river is an indication that the summer season is at hand, but the actual arrival of a boat is proof indisputable. The flowers that bloom in the spring are no more welcome.

CAPITAL COMING.

The summer promises to bring an influx of people to Dawson among whom, it is satisfactory to note, there will not be wanting those with money seeking investment. Opportunities for the placing of capital with positive assurance of substantial returns were never better. Both in Dawson real estate and in mining properties handsome returns are now being realized from investments made several years ago, and the element of chance no longer plays such an important part as formerly. Property now commands a legitimate valuation which in previous years it did not possess.

The fact that large amounts invested through injudicious agents were lost to capitalists in the early days of the Yukon's history, is no reflection upon the resources of the country, or the opportunities it presents to the conservative investor. Money is required to further the development of the country, and all the money that can be secured will find ready opportunities for profitable investment.

In round figures the Boer war has cost Great Britain the sum of \$825,000,000. Before the troops are all brought home and disbanded, the amount will run well up to a cool billion. The treasury officers believe that the Transvaal will in a few years repay the whole amount, but that view seems rather optimistic. The mines of the raand are undoubtedly rich, but to secure the enormous sum involved in the prosecution of the Boer war will tax their wealth tremendously.

The festivities in connection with the celebration of Victoria Day will begin on Friday afternoon and continue throughout Saturday. The time remaining in which to complete the preparations is short, and hard work and lots of it will be required from all the committees if the day is observed with the success that the occasion demands. Dawson will have a great many visitors to entertain during the celebration, and there should be nothing lacking in the way of entertainment for them.

Seattle is to have a line of big steamships affording direct communication between that city and China and the Philippines. The growth of Seattle has been marvelous—particularly during the past five years. The Yukon and Asiatic trade together will make her one of the greatest commercial and shipping centres of the United States. It will not be many years hence until San Francisco will need to begin looking well to her laurels.

Almost continuous showers, combined with large importations of draught beer, preclude the possibility of a dry summer.

Moros Recognize Troops.

Manila, April 29.—Gen. George A. Davis has arrived at Lake Lano, island of Mindanao, and has had an interview with nine Dattos who are desirous of peace and friendship. Papeyou, one of these Dattos, said he did not write the defiant letter received by the Americans at the time of the massacre of the American troops in Mindanao. He asserted that it was written in the house of a priest from Taisacia, while he was sick. The priest fled on the appearance of the troops.

Gen. Davis says the policy of waiting for a strong force, showing friendship to the natives and paying for supplies, is having good results.

Capt. Lea Febiger, of the Seventeenth infantry, is clearing the trails. When the reinforcements arrive the Americans will be near Datto Dacan and may invite the chief to a friendly conference and request him to deliver up the murderers of American soldiers, who are known to be among his forces. If he refuses the troops will demolish his fort.

Not a shot has been fired since Lieut. Col Frank D. Baldwin, of the Fourth infantry, captured the fort. The Moros are now impressed with American valor. They previously thought themselves invincible, the Spaniards not having reached the lake. It is believed that when the campaign is concluded the most satisfactory conditions will exist, that the natives will be friendly and will fast assimilate with the ways of the Americans.

Meeting Tonight.

A meeting of the general committee on "Victoria Day" celebration will be held in the Board of Trade rooms this (Monday) evening at 8:30 o'clock.

DONALD MACGREGOR, Chairman.

HOTEL ARRIVALS.

Regina Hotel. M. J. A. McDougal and wife, Hunker; John J. Donovan, Dominion; Capt. J. V. McCarthy, Stewart; R. Winkler, city; J. A. Segbers, city.

Summer Underwear

We are showing a very fine line of German Made, in Natural Wool and Silk and Wool Mixed; also a full line of Balbriggan, Natural Wool, Light Wool, Cotton, Etc.

J. P. McLENNAN. 233 FRONT ST. Phone 101-B

LOWER RIVER STEAMERS

Float Majestically From Winter Quarters

Crews Who Will Man Northern Commercial Fleet This Year.

A prettier sight was never presented on the water front than yesterday when the fleet of the Northern Navigation Company that had wintered in Steamboat slough near Stewart, slowly filed by the city each an equal distance apart and manoeuvring like a fleet of war vessels. At the bow of the flagship, the Seattle No. 3, was a barge, the Seattle No. 4, and as she swung around in midstream before dropping down to her landing it was done so easily and so gracefully, notwithstanding her length, that it showed a master hand at the wheel. Quickly following was the magnificent Will H. Isom with the barge Huron in front and she executed the same movement with equal grace and precision, being the first to tie up at her dock. Then came the Susie and the Sarah, the only blot upon the picture being the blackened and charred stern of the latter which told even at a distance only too plainly the baptism of fire she but a few hours before had gone through. The last of the fleet was the T. C. Power in the skillful hands of Captain McCarthy.

The fleet left its winter quarters shortly after noon in charge of Captain Looney, fleet captain, the run down being without incident saving the narrow escape from total destruction by fire experienced by the Sarah. The crew which wintered with the boats numbered 17 men, E. A. Todd officiating as fleet purser, H. K. Laidlow, fleet steward, and Dr. Ehle, fleet surgeon. The masters, engineers, pilots, etc., to the number of 70 came in over the ice several weeks ago, since which time every vessel has been thoroughly overhauled, cleaned from stem to stern and repainted in the most attractive manner. The balance of the crews, stewards, cooks, waiters, etc., will arrive on the first boat from Whitehorse. The following is the assignment of the various crews as given out by Captain Looney:

Sarah. Master—Captain W. M. Looney. Pilot—John McCann. Mate—John M. Burns. Chief engineer—Jack Swartz. Steward—Neerich. Purser—T. J. Ludlow. Barkeeper—Gallagher.

Susie. Master—Captain John G. Moore. Pilot—W. H. Bledsoe. Purser—Bays. Chief engineer—Stearns. Second engineer—Smith. Mate—Varley. Steward—Guerreri. Barkeeper—Young.

Hannah. Master—Captain O. J. Newcomb. Pilot—Polis. Mate—Connors. Chief engineer—Lewis. Steward—Iverson. Purser—Hilliard. Barkeeper—Mogan.

Seattle No. 3. Master—Captain H. S. Depuy. Pilot—Harry Young. Mate—M. A. Matson. Chief engineer—Louis Burt. Second engineer—Herzberg. Steward—Duala. Purser—R. D. Dupue.

Rock Island. Master—Captain Le Ballister. Pilot—Boerner. Mate—Downing. Chief engineer—Clausen. Second engineer—Osmond. Steward—Cowie. Purser—Petrie.

The crews of the Louise, Bella, Alice and other N. C. boats are not yet assigned. Captains Hatch, Bray, Laggas, Gilhim and Dohler will be notified of their positions in a few days. Captain McCarthy will again command the T. C. Power this season and the palatial W. H. Isom will be in charge of Captain Hoelscher. With the exception of the Seattle No. 3 and Rock Island the fleet will remain here for nearly four weeks, or until the ice is thought to have gone out of the lower river and Bering sea. The Seattle No. 3 and Rock Island will each make a trip to the Koyukuk.

STR. SARAH ON FIRE.

The steamer Sarah, of the N. C. fleet, which arrived yesterday from her winter quarters near Stewart, will probably never again have such a narrow escape from total destruction by fire as she experienced while en route to Dawson, and that she is not now a mass of ruins is due entirely to the perfect organization of her fire department and the magnificent manner in which they performed their duty. The fleet had not been an hour out of port when one of the crew of the Sarah discovered her to be on fire aft on her starboard quarter, a spark from the stack having, it is thought, blown into the linen room and ignited some inflammable material. The alarm was instantly given, the pilot blowing the fire signal to attract the other boats. In an incredible short time the fire had spread forward in some half dozen of the starboard cabins, the dry timber freshly painted with paint heavy with turpentine burning like a powder train. The fire department of the Sarah, which is the pride of the fleet, responded nobly and worked like demons to get the flames under control. In a few moments three streams of hose were playing on it and soon after the Susie, which was a quarter of a mile ahead, and the T. C. Power, which was a little further to the rear, came alongside, one on either side, and they each furnished two more streams. Within 15 minutes the fire was out and what a short time before was freshly painted and gilded, one of the handsomest steamers on the Yukon, was now badly blackened and charred. The beautiful dining room finished in white and gold was so badly discolored from the smoke it will again have to be put in the hands of the decorators. The principal damage done is in the bath room, the linen room and the first eight staterooms on the starboard side. The flames burst through three of the latter into the dining room, though the injury inflicted on the dining room is principally due to smoke. That it must have burned very quickly after first igniting is shown by the fact that but five minutes previously the watchman had been aft to tie up the flags at which time there was no evidence of what was to happen so soon after. The crew is given the heartiest kind of praise for their efforts in subduing the blaze, which might have meant the loss of \$75,000.

Manager Mizner when spoken to in reference to the accident said all their boats were fully insured. He immediately wired the home office to have the insurance company name an appraiser and as soon as that is done the work of repairing the damage will be begun. Mr. Mizner estimates the loss at \$2,000 and considers that not over ten days will be required to again make the Sarah as spick and span as she was yesterday morning.

Juvenile Thieves.

Two boys, Fred Buteau and John Kay, the former a half-breed Indian, the latter a white boy whose mother is said to be in Vancouver, were in the police court this morning on the charge of having entered the cabin of Clarence Still near the mouth of Bonanza and of having stolen therefrom a camera and developing material. At the request of Sergeant Smith the boys were remanded for one week. The police say the lads have been doing a wholesale business in the line of theft for the past several weeks, and it was for the purpose of obtaining further information that the remand was requested.

The white boy is apparently about 12 years of age, while the Indian is not over 10. When locked up in jail last night the white boy was very much excited, but the little Indian manifested no concern whatever but curled himself up and was soon sound asleep.

Game Postponed.

The much looked for game of baseball between the N. C. Co.'s team

and the Yukon Sr.'s, has been postponed until Wednesday evening, owing to rain and the unfit condition of the grounds. Mrs. P.—"George, dear, can you tell me why Dr. Cane is having so many windows put in in the south side of his new house?" Mr. P. (gruffly)—"No; but I suppose it's because he wants a little light."

Mrs. P.—"No, dear; I think it's because he wants a little sun."

B. B. B., B. of N. B. On Tap at the PIONEER SALOON

..VICTORIA DAY.. Before Decorating Get Our Prices on Flags and Bunting.

Townsend & Rose

STEAMER ..Prospector.. Will operate regularly to all points on STEWART. Sailing From Aurora Dock

ANGLO-AMERICAN COMMERCIAL COMPANY Standard Cigars and Tobacco, Wholesale and Retail At Right Prices. Fire Proof Sales Sold on Easy Terms. BANK BUILDING, King Street.

IF YOU WANT good, fresh Beef, Mutton, Poultry, Game, etc. See QUEEN ST. 'Phone 70 Shaw & Co.

SUMMER TIME TABLE THE ORR & TUKEY CO., Ltd. Week Day Service GOLD RUN via Carmack's and Dome. 9 a. m. and 3 p. m. GRAND FORKS. 9 a. m. and 3 p. m. HUNKER. 9:30 a. m. and 3:30 p. m. For Rates on Shipment of Gold Dust see Office.

The White Pass and Yukon Route The British Yukon Navigation Co. Operating the following first-class sailing steamers between Dawson and Whitehorse: "White Horse," "Dawson," "Selkirk," "Victoria," "Yukoner," "Canadian," "Sybil," "Columbia," "Galley," "Zeeandien," and Four Freight Steamers.

... FOR THE KOYUKUK ...

"The Str. Seattle No. 3" Will leave Dawson for Bergman and Bettles on or about the 27th inst. Out Ticket Office Will Open for Business Monday, the 19th.

"Steamer Sarah" Will leave Dawson June 5th, connecting at the mouth of the Koyukuk River with the "Str. Rock Island" for Bergman and Bettles.

"Steamer Susie" Will leave Dawson for St. Michael about June 14th, or as soon as possible after the breaking up of the ice on Lake LeBarge, connecting with the first through steamers from Whitehorse. She will transfer passengers for Bergman and Bettles to the "Seattle No. 3" 2nd trip at the mouth of the Koyukuk. All our steamers will carry fresh supplies for our STORES at Bergman and Bettles.

NO DANGER OF ANY SHORTAGES

We Have Arranged The sailing dates of our steamers in accordance with our many years experience in navigating the Koyukuk and Yukon Rivers.

Our Fast New Steamer Koyukuk Will report for duty on the Upper Koyukuk the middle of June.

NORTHERN COMMERCIAL COMPANY.