

Linkiert PIONEER

ission Merchant
Opp. L. & C. Dock.
art of the bucket-shop
of the board's with
them its quotations
ate since the failure
theme to capture the
grade and work it as
story. The board of
than willing to put to
law its methods of

Lovelock, a jurymen
et tells of the trou-
Meadow farmer who
at incandescent lights
the first time in his

well?"
t blow out the dode
the danged thing was
Silver State.

Rochester Bar.

on Route

amers.

ER

m.

ch week between Daw-

ply to

NO. City Ticket Agent

Is

Short Line

to

Chicago

and All

Eastern Points

fic Coast con-

Depot

communicate

Seattle, Wn.

thern

R"

EVERY DAY

All Modern

address the

TLE, WASH.

ers

company

Skagway

FRIEND,

Skagway Agent

Successors to

Pacific Steam

Whaling Co.

k's Inlet

ER.

From Junction on

First of Each Month

FRANCISCO

No. 30 California Street

MIDNIGHT SERVICES

Annual Pilgrimage to the Summit

Many People Make the Climb to Hear the Sermon on the Mount.

The tale is a pretty one, that of the midnight sun that is visible the entire twenty-four hours to those who one the 21st of June have the opportunity to climb the mountain back of the city where an unobstructed view may be had of the father of all light and heat, particularly to the chieftains who can write to their friends outside of the wondrous nights they have seen, but to one with a reverence for the truth and a cold, calm observance of facts the whole thing is a delusion and a waste, a monstrous piece of tommyrot. It is doubtless iconoclastic to thus destroy such a popular belief, but if one would see the sun at midnight they would have to go several hundred miles farther north than the latitude of Dawson. Last night the last seen of the fiery disc was at 10:40 when it disappeared behind a rugged peak of the Rockies and it was almost 2 o'clock when it again appeared a comparatively short distance to the east and north of the point where previously visible.

As has been the custom since the summer of '98 a large number of persons last night made the pilgrimage to the summit of the dome between Dawson and Moosehide to view the setting and rising of the midnight sun, an added attraction, being the religious services conducted at midnight by the Rev. Dr. Barraclough. From 8 o'clock the hill and ridge was dotted with people toiling up the steep incline, about half the number carrying a lunch basket together with extra wraps. The majority took the A. C. trail to the top of the hill and then followed the ridge to the left, though a few preferred the shorter but more laborious route straight up the draw to the right of the slide. Men accustomed to walking had no difficulty in making the flagstaff in an hour's time and with comparative ease, while those with packages to carry and ladies to look out after took much longer time. Hildebrand, the young athlete, tried for the record in making a quick ascent, climbing direct up the hill and reaching the summit in 26 minutes. A companion named C. S. Gray who left at the same time did not do so well, requiring 30 minutes. The start was made from the corner of King street and Sixth avenue. Probably a dozen horses made the climb and Mr. C. E. McKee broke the record by driving a horse and light road buggy to the top, though to do so it was necessary to go in quite a round about way.

The number of people who made the ascent was not over a third of those who went up last year when it was estimated that fully 1500 persons sacrificed their sleep in order to prove to themselves the fallacy of the old time fable concerning the visibility of the sun at midnight. Many last night remained away on account of it being Sunday evening and not caring to have Monday so badly broken into, while others were deterred by the threatening attitude of the weather. It was quite cool and the lowering clouds in the south and east strongly suggested rain while it did not require an old timer to know that the view would be anything but good on account of the hazy condition of the atmosphere due to the forest fires.

Before half way to the summit one began to feel the effect of the breeze that in the lower altitude was scarcely noticeable, while on the top it was blowing a gale and was so chilly that an overcoat was most acceptable. Beyond the pinnacle and somewhat in the lee of the mountain the people congregated and were in a large measure protected. Fires were built, blankets and robes were spread on the ground and after a breathing spell lunch baskets were attacked with a viciousness that betrayed a sharpened appetite as a result of the climb. A very large number of the crowd were ladies and there were also many children. From 9 o'clock the sun appeared to lose its brilliancy and one could look at it slowly descending to the horizon without smoked glasses. Gradually it became as a huge ball of fire and in a short time before it disappeared one was reminded more of the moon when at its full than the midday luminary. The view of the Rockies usually magnificent was quite the reverse. Their outline against the sky was plainly visible, but they did not possess the dazzling whiteness, the majestic grandeur that can so often be noticed from the ridge road leading to Dominion and other creeks of the Indian river district.

It was in the lee of the mountain that the crowd assembled for the purpose of listening to the sermon Rev. Dr. Barraclough had prepared for the occasion. Photographs were first taken of the assembled crowd and then the services began. A hymn

was sung, Adjutant Kenway of the Salvation Army offered up a prayer, more hymns and then the minister read from the 6th chapter of St. Matthew the text upon which the discourse was founded. The reading and the words following were listened to attentively.

Among those who made the pilgrimage was Major Cuthbert and Captain Taylor and it was probably due to their vigilance that a serious forest fire was averted. Many of those building fires were criminally careless in the way in which they handled them with the result that small fires soon appeared a half dozen places along the mountain side, sparks and burning brands being carried by the wind. A number of constables happened to be on the mountain they with quite a few citizens succeeded in putting all the incipient blazes out before any damage was done. From that point of vantage fires could be seen in all directions, far up the Yukon, across the river along the Glacier road and up Moosehide. Half way up the hill one has an excellent view of Bonanza and on a clear day can plainly see the Forks, Gold hill and a tiny depression where Eldorado enters.

At the conclusion of the services all with the exception of a dozen, or so returned to the city, they remaining to witness the rise of the sun.

Don'ts for Investors

In an article in the Engineering and Mining Journal Percy Williams gives some very interesting reasons why there are so many failures in mining enterprises, and following are some of his "don'ts":

Don't invest money on the strength of a printed prospectus without preliminary investigation by a reliable engineer.

Don't invest in a mining company which guarantees dividends. Dame nature has something to say about that.

Don't invest in a mining company which is selling treasury stock and paying dividends at the same time. If the mine is earning dividends the company owning it seldom has a legitimate interest in selling more stock.

Unless you have experience as a mining engineer and metallurgist, employ a reliable experienced engineer to report on the mine you intend to buy. Don't do it yourself unless you are born eternally lucky.

Once you have invested in a mining property, insist on frequent and complete reports covering operations at the time. Employ a competent superintendent.

Don't take your son or nephew out of your store or business house to send him out to "run things" at the mine. Sell out first.

Don't spend all your capital on top of the ground. Do some digging. Don't buy too much territory. Mining claims are cheap. Concentrate your operations and your capital at the points where your ore bodies have been found. Additional surface territory means nothing unless it contains ore.

Don't build reduction works until you are certain you have enough ore available to keep the mill in steady operation until at least its initial cost is recovered.

Don't build your reduction works until you have assured yourself beyond all doubt as to what kind of a process your ore requires to yield up its values. You can adapt the mill to the requirements of the ore, but you cannot manufacture an ore to run through any particular mill or smelter. Spend time and money first in finding out what process is adapted to your ore, then you will leave behind you no silent, enduring monument to folly. Employ a practical metallurgist to test your ore before building a mill. Most any process works all right on most any ore in a chemical laboratory, but in actual work on a commercial scale there are other conditions to contend with. It is well to find out what these conditions are before spending money on reduction works.

The suggestions made and the remedies advanced are very simple and self-evident to the veriest tenderfoot, but this being the case, why is it that business men continue year after year to make the same mistakes in their mining investments instead of proceeding along the lines of greater safety?

Desperate Encounter

London, May 19.—An official war office dispatch from Aden, Arabia, under today's date, gives details of the desperate encounter which took place at Buirilli, Somaliland, May 4th, between an Abyssinian force operating in conjunction with the British against the mad Mullah and a large force of the latter's Dervishes. After a hand-to-hand fight, lasting forty-five minutes, the Dervishes were driven off, with the loss of 300 men killed and 200 wounded. The Abyssinians had 21 men killed and 10 wounded. Subsequently the Abyssinians raided the wells northwest of Buirilli, and captured several prisoners. The latter said the Mullah was at Ubertake.

"But suppose," said the eastern girl, "suppose when you're out alone in the evening without a chaperon, some man should accost you?" "I'd swat him one," replied the western girl, calmly, "and that's more than the chaperon could do." Chicago Post.

Klondike Souvenirs, Goetzman's, 200 photos, \$1.00. 128 Second ave.

Job Printing at Nugget office.

Life Aboard Small Craft

The evolution of the sailing vessel of the small pleasure type has made such immense strides within the last few years that now there is a vast population which looks forward to spending at least part of the summer months upon the water.

The pleasure craft of today, from vast fleets, from the large seventy-foot sloop and the hundred-foot schooner down to the tiny cabin catboat with a dinky bit of an engine to aid her owners in getting about over the sparkling summer seas.

Yachts are legion, and firms have sprung up into prominence that do little else than furnish fine types of these craft.

An old sailor with whom I had made several voyages came to me one day with a photograph of his yacht. She was a fine craft of twenty-five tons, fitted up in the best possible manner, a beautiful fabric to behold.

"Do you happen to know any fool who would give me one-tenth of what she cost me?" asked the old salt, eyeing me sadly. "You know a great many people, and must know some idiots among them."

"There are few yachtsmen who have not felt like the old sailor at some time during their career, for life, even aboard a fine yacht, is not always one glad song. The worry, trouble and vexations of the owner of the larger craft are so great at times that many men of experience will not own a vessel of over sixty feet under any circumstances.

The work of getting the small cruiser into commission is not great. Yet it is a larger undertaking than the landsman might suppose. The rigging of new lines and overhauling of all the necessary gear takes some days of hard labor and not a little expense, but once in "commission" she may be maintained at a small cost for a long time. She will be much like a thoroughly overhauled and cleaned house ashore, lasting until wear and tear or accident makes it imperative to renew her parts.

In the smaller cruiser the question of comfort resolves itself into one of draught and head-room, coupled with speed and seaworthiness. The small ship naturally must make harbor and lie close in. She cannot carry a heavy launch and a crew to run it and be well off shore at anchor. The motion of lying outside in a seaway in a small vessel is annoying. But when she starts in with a draught as deep as that of a ship ten times her size, she has much to contend with. If her draught is light and she is small, she can have no head-room, and the occupants of her cabins must bow their heads when below, causing a tiresome feeling in the back of the neck and a series of corns and callouses to grow upon the back of the head from contact with beams and carlines. The conversation of those

who are cooped below in a vessel without head-room during a long spell of bad weather is unconventional.

These facts being known to many builders, there have come upon the market many models of small vessels whose hulls are small and whose draught is light enough not to find them may investigate. They have cabin trunks built with a dome-like deck which gives ample room beneath and this with the inevitable starboard stateroom, gives the occupants a chance to eat, breathe and even take a turn-up and down the bit of carpet upon the floor. They are the real types of pleasure craft, and upon them life may be joyous, indeed.

The number of men necessary for running a small vessel of the forty to sixty foot overall type varies according to the energy of the owner and master. If the owner likes sailing for its healthful exercise and lends a hand at all times he may run his little vessel with only one man to help him and a boy to do the cooking in the galley, such conditions are ideal, for he will soon rely on himself and be able under ordinary conditions to run the craft alone in case of emergency. If, however, he must make a display and pose as a sophisticated millionaire, who cannot soil his delicate fingers, with either line or kestan bar, he will find three or even four men not at all a numerous crew, for one must be the "Master" and the others do the work after a fashion, "softering" and trying, in every way known to worthless yacht-sailors to make life as easy as possible for themselves and hard for the rich and despised owner.

The greatest care should be exercised in rigging a small craft simply. There should be no racing gear, upon a small cruiser. The pole mast and single shroud, with mast head shroud and runner are far better than the heavy racing rigs for ordinary work, and they look much neater. The single head stay should always be used on a small vessel if possible, for it will do away with the fouling of stay sail and jib sheets when coming about with not enough men to attend to them. She should work to windward with the wheel alone. Then the other man may do necessary work below, or about the deck while under way, and when dinner time approaches there may be something cooked and ready to serve. Nearly all working vessels of the sloop rig work under a single head sail, and the same sail should apply to the cruising yawl.

The cabins of small cruising crafts are necessarily small, but it is astonishing how soon one becomes accustomed to dividing up space methodically. The waste space between the side deck is filled with lockers, if the vessel is trunked, or if it is a cutter, the fore and aft ends are bulkheaded up and lockers supplied. Under the transoms along the sides of the cabin are places for canned goods, lines, gears, and what not, and generally a small buffet is built just abaft the mast of the sloop on both sides.

The vessel of forty feet seldom has more than one stateroom, the one on the starboard side, but in it are facilities for washing and dressing. Under the berth are the cases of drawers for linen, etc.

There is one way to run a small vessel with one man—the owner may run it alone. To do this the vessel must have a gas motor or "kicker," as it is called. Then the yachtman may be his own crew and captain, having only a boy to cook and clean up. The engine may be started, if the wind is ahead, or until an offing is made. Then sail can be hoisted at leisure and trimmed without the craft losing headway or getting off her course. It may also be used to similar advantage when entering a harbor.

The days of a coal stove aboard small vessels are over. Only the cheapest fisherman will use such a dirty contrivance. On board large yawls or schooners of thirty or forty tons it is often better than oil, but only where there is plenty of storage room for fuel and a large galley which may be kept clean.

For nervous people or people who suffer from nervous dyspepsia or exhaustion, there is no other kind of life which compares with that aboard the small cruiser, where the sufferer must do some of the work about deck. But there must be real work, not just lending a hand on a line here and there.

Many things are to be borne in mind by the amateur sailor when he decides to live for a time aboard a vessel as "owner and master." First of all, he must be philosophical. He must not take the bird-like life too seriously. Accidents, and maritime dangers, such as storms and collisions, must be looked out for, but not made into a nightmare to worry him. He must carry away gear and perhaps a stick or two now and then without getting on his nerves. There is little danger in bad weather if he uses ordinary judgment in shortening sail, and he must remember that only lunatics or worse carry much sail in heavy squalls. His craft, with a

moderate amount of outside ballast, will be quite uncapsizable under the conditions she was designed to undergo. If he wishes to have a craft that will carry all sail in a black squall, or a topsail in a gale, he should get ashore and join the rocking chair fleet. There he may indulge in problems of metacentric height to his heart's content without danger to himself or companions.

Neither should he be too particular in regard to his personal habits. He should board the craft with the spirit he had when he went on his first picnic, and be ready to live in plain style. This warning will be appreciated after an expensive steward brings him in his first meal or two.

Canned goods need not be served aboard yachts cruising in the waters along the coast. He is a poor steward who cannot furnish fresh beef, chops, and steaks, to say nothing of all kinds of fish, at a moderate expense. Then, with rice, macaroni, hominy and some of the numerous prepared foods, he will have a necessary variety without opening his tins. They should be reserved for necessity when the market has failed. With proper stowing a vast amount of good food may be taken aboard and kept out of sight, yet always easy of access.

The question of tips by the owner's guests is one to be considered, and is a hard problem to solve satisfactorily. The host must try to see that no one guest overdoes the matter, or some morning, when he asks after the whereabouts of a particular friend his boat may ask him if he refers to that cheap fellow who came aboard last Sunday?

After all, life aboard small vessels of either the cruising or fishing types resolves itself into an art—the art of making light of disagreeable things, as on shore, and making the most of the few days of sunshine and joy which may be any man's portion who has sense enough to pick them.

Should be Represented

London, May 19.—In a speech at Burnley, Lancashire, tonight Lord Rosebery, referring to Mr. Chamberlain's speech at Birmingham, May 15, in which the colonial secretary made an appeal for trade reciprocity with the British Empire, said that before the tariffs were changed the colonies ought to be represented in the government of the empire, and he did not think that that idea was so impracticable as it was sometimes considered. He did not regard free trade as a part of the "Sermon on the Mount," but the question arose whether it would be wise, without long and deep consideration, to change the fiscal system under which Great Britain had achieved her commercial success. "We must consider," continued Lord Rosebery, "whether it would be judicious to quarrel with customers who give us two-thirds and possibly three-quarters of our trade in order to oblige customers who gave us a quarter or a third of it. In any case, a conference between British and colonial financial experts should precede any alteration in the British fiscal system."

"Water!" called the impatient guest.

"Yes, sir," said the obsequious servant.

"Seems to me that soup I ordered is a mighty long time getting to me."

"Yes, sir," said the waiter, with much respect, "but (deferentially) you will pardon me, I trust, if I remind you that you ordered turtle soup."

—Judge.

Always Increasing

Our RENT COLLECTION continues to increase every day. The reason is self evident. You obtain a maximum result with a minimum of trouble.

STAUF & PATTULLO,

Real Estate, Mining and Financial Agents

N. C. Co. Office Building, Dawson.

..REX HAMMS..

Case Lots 22½ Cts.

N. A. T. & T. Co.

TAKE A LOOK

And see if you need any Office Stationery.
If you do come and see us, and

TAKE ANOTHER LOOK

At our line of Job Printing Stock. We can supply you with anything in the printing line from a Shipping Tag to a Blank Book

Steamboat Tickets, Bills of Lading, Etc. A SPECIALTY.

As to Prices and Execution of Work We defy Competition.

Klondike Nugget Job Printing Dept.

Ring Up 'Phone No. 12.

We Do the Rest.