

RECEIVED BY WIRE DIRECT FROM VANCOUVER.

IS AN INDIAN CHIEFTAINESS

Duke and Duchess of Cornwall and York Address Indians at Vancouver This Morning, the Duchess Being Made Chieftainess of Fort Simpson Tribe -- Start East.

Vancouver, Oct. 3.—The Duke and Duchess of Cornwall and York returned here last night from Victoria, and this morning held a reception and addressed British Columbia Indians. The Duchess being made a chieftainess of the Fort Simpson tribe, the ceremony being a most interesting one.

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WILL BE RESUMED

Work on Wrecked Wellington Coal Mine:

Vancouver, Oct. 3.—Work will be shortly resumed at Extension mines at Wellington, which have been shut down since the terrible explosion of four days ago. The fires are now under control. The bodies of the 17 miners killed will never be recovered.

Leut. Skirving Killed.

News has reached Dawson of the death of George Skirving, formerly of the N. W. M. P., Dawson detachment. He was shot dead in an engagement with the Boers a few days ago. He held a lieutenant's commission. The dead officer had many friends in Dawson who deeply regret his untimely death.

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LIBERALS VICTORIOUS

Elect 34 Out of 38 Members in Nova Scotia.

Halifax, Oct. 3.—The general election held in Nova Scotia yesterday resulted in an overwhelming victory for the Liberals, 34 Liberals and 4 Conservatives being returned, although two of the Conservative seats are doubtful.

Wallace Dying.

Woodbridge, Ont., Oct. 3.—Honorable N. Clarke Wallace is reported today to be dying.

Hutton's Appointment.

Vancouver, Oct. 3.—General Hutton has been appointed commander in chief of the federal forces in Australasia.

Back From Japan.

Vancouver, Oct. 3.—Marquis Ito, author of "New Japan," and Senator Beveridge of Indiana were passengers on the Empress steamer arriving from the Orient this morning.

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DUKE AND DUCHESS OF CORNWALL AND YORK.

THE STEAMER ISOM ARRIVES

The long looked for and much heralded Will H. Isom with the huge barges Erie and Huron in tow have sighted shortly after 5 o'clock yesterday afternoon, and by the time she had reached her dock the water front was thronged with people. "Scarce!" had a gang plank been run ashore before a crowd surged aboard eager to inspect what has been termed the queen of the Yukon. Mr. Isom, of the N. A. T. & Co. was on hand to extend greetings to his namesake and beamed complacently upon all about him. Captain Grey, E. A. Mizner, L. R. Fulda and Thomas McGowan displayed unusual interest in seeing the ship capable of bringing up the Yukon over 2000 tons at a time. Viewed from a distance the Isom would not be called a thing of beauty as compared with the Susie, Sarah or Hannah. She seems squat, too short for her breadth and altogether peculiar, but once aboard there is a vision of luxury at once apparent that is a revelation to the soundoughs whose idea of a palatial steamer was once centered in the Arctic, Bella and May West. The interior of the cabin deck is one long social and dining hall into which all the staterooms open. The latter, of which there are 32 on the cabin deck and five in the Texas, are large and roomy, handsomely furnished and every one is equipped with a stationary marble lavatory with hot and cold water, nickel-plated trimmings and open plumbing. All the rooms have both inside and outside ventilators glazed with ground glass. On the upper panel of each stateroom door is a marine view done in oil by Mrs. M. M. Abrams, an artist of no mean ability. The main saloon is a mass of dazzling white paint and gilt, the forward end being a succession of windows, thus giving passengers an uninterrupted view upon all sides. Aft are bath rooms for both ladies and gentlemen. The Isom is commanded by Hiram Beedle, an old Mississippi navigator, who is now on his first trip up the Yukon. In the pilot house with Captain Beedle is Captain Hoelscher, formerly the well known master of the Portus B. Weave. Charles Moore is purser and the veteran George W. Hill is chief engineer. The latter regards the Isom with as much pride as does a parent his first born, as he has been with her and saw her grow day by day from the moment her keel was laid and she was launched until she pulled into Dawson. Every piece of machinery, every pipe and nut was

placed in position under Mr. Hill's supervision, and it is no little reflection upon his mechanical genius when it is known that during her initial trip, covering 5,000 miles, there was not a tap or nut broken, not a gasket blew-out, not a leakage occurred, nor was there a moment's delay at any time due to the machinery. The Isom is the fifth stern wheel, flat bottomed steamer Mr. Hill has brought from Seattle to St. Michael, and the same success has always attended his former efforts that followed him with the Isom. The Isom was built in Ballard, Wash., in Anderson & Miller's yard, by day's labor, the machinery and boilers coming from the firm of James Rees & Co., in Pittsburgh. From stem to stern she is 175 feet long, has a breadth of 35 feet, a 7 1/2 foot hold and draws when loaded six feet. She has a battery of six boilers, each 46 inches in diameter, 18 feet long, containing two 16 inch flues and capable of developing 5,000 horsepower. Her two engines have a bore of 24 inches, with a 54 foot stroke, are compound, are attached to a Wheeler condenser, circulator and air pump, and combined possess 4,500 horsepower. Her auxiliary machinery comprises four steam capstans, a 250 horsepower donkey boiler, Duplex pump for washing boilers and fire purposes, dynamo, searchlights, steam steering gear, and a latest improved "Doctor" capable of injecting 450 gallons of hot water a minute in the boilers. The wheel is 30 feet long, 30 feet in diameter and is armed with 18 33-inch bucket planks. In addition to the pumps already mentioned there are three others, one for hot, one for cold water, and one used exclusively for sanitary purposes. The entire boat is heated by steam. The Isom was launched June 25, and on July 4 she left Seattle under her own steam for St. Michael. Accompanying her was the tug Tatootsh with her barge Huron, the Holyoke preceding with the Erie and Ontario. The inside passage north was taken as far as Icy Strait, near the head of which so much ice was encountered the boats had to turn about and put out to sea, losing 350 miles by so doing. Heavy weather was twice encountered, a gale being experienced below Unga and one near Unimak Island. At the latter point the tug and barge went through the Unimak pass, the Isom following a safer course through what is known as the blind passage. The run from Seattle to St. Michael was made in 21 days, and the chief engineer's log shows an average of 16 turns to the minute was maintained. At St. Michael 200 tons of Seattle coal was taken aboard and the Yukon delta was entered August 23. The start with the three heavily laden barges was scarcely made before the immense power of the new boat became apparent. With the three barges, the Isom walked up the Rampart rapids at eight miles an hour. With the outside coal she steamed excellently. It became exhausted, however, below the Yukon flats and recourse was had to wood, with which she did not do so well. Native coal was also used on the upper end of the journey, but under low pressure it was found to "bake" considerably, necessitating working the exhaust in the stack. The barges on the trip up the river were aground many times, and one would frequently have to be abandoned temporarily while the two afloat were carried forward to a safe anchorage. On the return after the grounded barge it was seen what she could do in the way of speed. She made 18 miles an hour, and with 200 pounds of steam I can drive her nose under water," said Engineer Hill, "and I can steam her hard for 24 hours on 23 tons of Black Diamond coal." The Isom's crew numbers 52 persons almost all of whom shipped from Seattle. No passengers were brought up except a few from way points, but next season she will cater largely to the down river traffic. Her cargo consists of 2,300 tons of freight, embracing 31,000 packages taken from the Roanoke, the entire cargo of the Santa Ana and 300 tons from the Oregon. The Isom will winter here, but at just what locality it has not yet been decided. Census Tickets. After today the special enumerators on the bridges will issue "taken" tickets to all persons passing to and fro who are prepared to make a clear statement that they "answered all the questions in the census sheets this summer," but who did not receive taken tickets. Toward the close of the week every person passing the bridges will have to show these tickets, or else make the statement. To avoid delay it is better for those who have been actually enumerated (not names noted only) to secure tickets (if they haven't them) from the bridge enumerators. Exhibit these and pass on. Keep these tickets for a week. Ladies are not to be delayed at the bridges.

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CUP IS LIKELY TO REMAIN

Columbia Won Second Race Today by 3 Minutes and 37 Seconds Under Conditions Desired by Sir Lipton Shamrock Led on Start but Lost on Home Leg.

New York, Oct. 3.—In the second The Shamrock lead at the start and race of the series today the Columbia kept ahead until the second mark was again won, being 3 minutes and 37 seconds ahead of the Shamrock at the finish. The race took place in just exactly the wind and weather desired by Sir Thomas Lipton, there being a little doubt left that the cup will remain in the United States.

THE YUKON REMEMBERED

By Duke of York in Telegram to Governor Ross.

That the Duke and Duchess of Cornwall and York, who were in Victoria yesterday, should not forget that in this far off portion of the British dominions there are several thousand people loyal to the crown, Governor Ross sent the following telegram to their royal highnesses: Dawson, Y. T., Oct. 2 Dawson, Y. T., Oct. 2 George, Duke of Cornwall and York, Victoria, B. C.

"The people of the Yukon territory, from the most northern portion of the empire send your highness and the Duchess of Cornwall and York greetings and expressions of loyalty to his majesty the king. J. H. ROSS"

In the evening shortly after 9 o'clock the reply was received over the signature of his royal highness' chief aide-de-camp: Victoria, B. C., Oct. 2 J. H. Ross, Dawson, Y. T.

The Duke and Duchess of Cornwall and York desire me to convey to the people of the Yukon territory the expression of their sincere thanks for the kind message of greeting and of loyalty and devotion to the king, which you have transmitted to their royal highnesses. SIR ARTHUR BIGGE.

Not a B. Y. N. Employee. Some time ago an interview appeared in the Nugget with a steamer man in which certain reflections were made upon the policy of Manager Darling of the B. Y. N. Co. These statements purported to come from an employee of the company. A communication has been received at this office signed by a member of the company's masters and pilots in which it is stated that the information was not given by anyone in the employ of the company. Investigation has shown that the party in question was not connected with the company at the time the statements were made, although he previously had been, and was believed to be by the representative of this paper who secured the interview. This statement is made in justice to the masters and pilots of the B. Y. N. Co. who have unwittingly been placed in an embarrassing position.

MARRIED LAST NIGHT

S. McKnight and Mrs. Hunter United for Life.

At 8 o'clock last night in the parlor of the Hotel McDonald Mr. S. McKnight, foreman of McGillivray & McKay's Bonanza claim, and Mrs. Hunter, were united in marriage. Rev. Father Gendreau officiating. About half a dozen intimate friends of the contracting parties were present. The bride is well known on Bonanza, having run a roadhouse at 10 below last winter. She went to Washington, D. C., her old home early in the summer, returning to Dawson on last Sunday. After the ceremony last night an elegant supper was served at which wine sparkled and mirth and pleasure reigned supreme. The newly made man and wife are at the McDonald, but will shortly leave for the groom's home on Bonanza where they will be at home to their many friends.

Mrs. Noble Going Out.

Mrs. Mary C. Noble, who came to Dawson early in the year of '98, and who for nearly three years presided over the destinies of the Nugget mess' house, always a friend and counselor to the young man far from the restraining influence of home and mother, will be a passenger on the White Horse tonight en route to the outside for medical treatment, rest and recreation, her health having so far failed her as to necessitate her entering St. Mary's hospital ten days ago. No woman has ever left more friends in Dawson that will Mrs. Noble, and that she may return in the spring wholly recovered in the wish of all. She has valuable property both in the city and on the creeks.

Things Theatrical.

Owing to the many evidences of appreciation on the part of patrons of the Savoy theatre the manager, Charles Meadows, has decided to run the full week with the play "Jack o' Diamonds." Sunday night the talented little musicians, Paloma and Karla, will give their farewell concert. They will undoubtedly draw a large house. Special Power of Attorney forms for sale at the Nugget office.

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