

GLOBE TROTTER IN DAWSON

H. de Windt Arrived on the Steamer Hanna From St. Michael Fresh From Siberia's Frozen Steppes—Globe Belt Line Railway is Feasible.

Mr. Harry de Windt, globe trotter, litterateur and bon vivant, fresh from the frozen steppes of Siberia, arrived last night on the Hannah on his return to Paris after having successfully accomplished that which has never been done before. Mr. de Windt has made the journey overland around the world traveling eastward, or, rather, will have done so upon his arrival at Paris; his starting point, globe trotting is a common occurrence nowadays, but not in the way in which Mr. de Windt has made it, for he has escaped the Pacific by crossing from Asia via Bering straits and the only water he will encounter will be on the voyage across from New York. The feat has long been considered one of the most extreme hardships and the successful accomplishment of it has been due entirely to the generosity of Pearson, the London publisher and proprietor of the London Daily Express, who at his own expense fitted out the expedition of which Mr. de Windt has had charge.

The starting of this trip was rather peculiar, said the bronzed traveler this morning to a Nugget man. "Mr. Pearson and I happened together one day in his office and were talking of nothing in particular when the question of the feasibility of building a railroad across Siberia to connect at Bering straits with the proposed American line came up and he wondered if such a thing were possible. At that time you know there was considerable talk in Europe about the practicability of building a railroad virtually around the world, but the sceptics were many and were emphatic in their views, pronouncing the scheme as chimerical in the extreme. Well, the end of the short conversation was that Mr. Pearson determined to ascertain positively whether or not there were any insurmountable difficulties that could not be overcome in the construction of such a road and with that end in view commissioned me to make the trip. The whole thing was decided upon in a half hour and as soon as I could make the necessary preparations I was off. The object of the trip was of course primarily that of exploration and I am positive that our party traveled hundreds of miles over a country that never before had seen a white man. I am equally sure the journey can not be made from east to west and it can not be made at all without the assistance of the Russian government. We would have been compelled to turn back many different times had it not been for the preparations made beforehand, and even as it was we experienced hardships I do not care to repeat, not the least of which was an empty stomach on more than one occasion. As to the feasibility of the road, there is nothing in the way of its being built and some day I believe it will be done, but not in your time or mine."

The present trip is not Mr. de Windt's first journey to out-of-the-way places on the globe, nor is it his first attempt to make the overland run around the world. In the summer of '98 while sitting with some friends in a Parisian cafe a bet was made that it could not be accomplished and a week later he was on his way, confident of his ability of surmounting every obstacle that came in his way. At Washington, D. C., he arranged with the government for the use of the revenue cutter Bear in crossing Bering straits, proceeding west almost immediately afterward and arriving in Juneau about the middle of the summer. At the latter point the little steamer Rustler carried the party to Dyce, where Indians packed the outfit to Linderman and boats were built in which the trip to St. Michael was made. The Bear set the outfit across on the Siberian coast and nothing more was heard of the party for some time. Some weeks later they reappeared on the coast and were rescued by the Bear and brought to San Francisco, glad to get away from the murderous band of natives they had lately been thrown in contact with. After they had proceeded a hundred or more miles inland they came upon a band of roving Tchukches who subjected them to all kinds of blackmail and finally compelled the party to turn back, refusing absolutely to allow them to cross the vast extent of country which they laid claim to. Upon the present trip now nearing completion Mr. de Windt avoided the country of these hostiles by passing far to the north of them. In the party of Mr. de Windt be-

sides himself are M. le Viscount de Clinchamp Bellegarde, George Harding, an Englishman, and Stepan Rasforyuyeff, a Cossack who was furnished the party by the Russian government as a sort of guide and general factotum while traversing the domains of the czar. He of the unpronounceable name in his own country is employed in escorting political prisoners from the Russian frontier to their destination, generally at the mines. All the members of the party show evidence of the hardships and rough experiences they have undergone, their faces being tanned and bronzed by their continuous exposure to the biting blasts of the Arctic and the innumerable frost bites suffered. In giving a brief itinerary of his trip, Mr. de Windt said:

"We left Moscow December 19 proceeding direct to Moscow. There we took the Trans-Siberian road, which carried us to Irkutsk, Siberia, where the overland journey really began. Arrangements had already been made with the Russian government to give us all the assistance we required, which as it developed later was a very wise precaution. At Irkutsk we left the railroad and took horse sleighs, traveling 2000 miles north to Yakutsk on the Lena river. Reindeer sleds were provided for us by the government at that point with which we made another 800 miles north to Verkoyansk. After a short pause there we took fresh reindeer and made the run to Srednikolyinsk, a distance of 1200 miles, crossing en route three chains of mountains. Our trip to Srednikolyinsk, which is on the Arctic, had up to that time not been one of any hardship, but beyond that we had enough experiences to make up for the time previously lost. We remained there two months resting up and making the final preparations for the last dash toward Bering straits. The balance of our journey was made entirely with dogs, the distance to the straits from Srednikolyinsk being 1800 miles. At Nijikolinsk on the Kolyma river we came across a famine stricken district where the natives were perishing for the want of sufficient to keep soul and body together. The last 600 miles of the trip along the Arctic was the hardest and most difficult of the entire trip. There was not a native found in all that desolate region, not a house nor a camp of any description and no driftwood could we find for fuel. We had only a canvas tent and the thermometer was constantly 30 to 40 below zero. The wind at times along the Arctic is something frightful in the winter and there was not a day but one or the other of us had some part of our body frozen. When we left Nijikolinsk we had 63 dogs but only three were alive when we reached East Cape."

"We arrived at East Cape on Bering straits May 19 where we had to wait several weeks before we could get across. The straits were full of ice but as it was badly broken up we did not dare to attempt to cross it. Finally the Thetis arrived in her search for the missing Portland and as arrangements had already been made to set us across Captain Healy kindly put us over, setting us down on the ice near Cape Prince of Wales five miles out from the shore. Some Eskimos came out and helped us ashore which though not particularly dangerous was not a pleasant undertaking. The ice was full of little open places and when we came to such we had to launch our boat and paddle over. We landed at the cape the first point we touched on American soil on June 19, just six months to a day from the day we left Paris. We remained at Lopp's mission at the cape for ten days and were most royally treated and might have been there yet had the steamer Safie, which was also looking for the Portland, not dropped into port. She brought us to Nome, from which point we had no difficulty in making St. Michael. We shall remain in Dawson for two or three days as I have several hundred photographs I wish to develop before proceeding. From here we go straight to New York, thence direct to London."

"The distance we traveled from the railroad at Irkutsk to the straits we estimate to be 4500 miles; but if the proposed road is ever built it is hardly likely that it will follow the Arctic coast as we did. Siberia is enormously rich in mineral resources and there are great agricultural possibilities south of Irkutsk. The Lena river is very rich in gold and another immense discovery has recently

been made near the sea of Okhotsk. The latter is so rich and so extensive that a railroad is now being built to connect it with the Trans-Siberian. Siberia will yet startle the world with her mineral wealth, but such a condition may be years in the future."

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Brains and Beans.

The above heading is in no way intended as having any connection personally, relatively, horizontally, longitudinally, by marriage or by adoption, with the fact that at 7 o'clock this evening the lawyers and merchants will play a game of baseball on the barrack's grounds, not for either money or marbles but for blood, bruises and sprains!

A small boat manned by two stalwart policemen will be in waiting immediately in front of the barracks for the purpose of putting the umpire aboard a steamer that will be in waiting at the edge of the channel to carry him out of the country. Water from the sough will be served the players as it is feared ice water would produce cramps and crises.

WATER FRONT NOTES.

To Captain Newcomb of the steamer Hannah belongs the distinction of making the quickest trip up the Yukon from St. Michael ever made, tonnage considered. The Hannah arrived last night with 460 tons, thirteen days out from the lower port, 24 hours of which were spent assisting the Susie off a bar. St. Michael was left July 2. In addition to the freight she brought 32 sacks of mail and the following passengers:—From St. Michael—Mrs. A. F. Zipl, S. Stoddell, Mrs. le Viconte de Clinchamp Bellegarde, Stephen Snokolovitch, W. G. Harding, H. de Windt, Fort Yukon—G. Hosfall, Circle City—Miss Deane, F. W. Brinkman, H. Webber, D. N. McQuesten, Fort Hamlin—Mrs. Sally McConner Eagle—Fred Haramura, A. A. Campbell, Cliff Creek—F. A. Manchester, Mrs. Gift, Fortynile—J. E. Baker, J. H. Warren, H. Sumar, J. Goodman, W. A. Moore, L. S. Robe, W. Northrop. The Hannah leaves at 10 o'clock tonight for down river points.

The Susie passed Eagle last night and is expected in this evening. Both the Louise and Leon are looked for before the end of the week. The former has a cargo of 1500 tons on her three barges.

The Casca arrived at 9:30 this morning and will go out again at 8 tonight. She brought the following passengers:—Geo. Dodd, Geo. Moon, John Bechtel, Sam Addler, Mrs. Sharp, T. H. Hall, B. Harkin, T. J. Bartogg.

The Clifford Sifton pulled into port this morning at 7:30 with the following passengers:—Mrs. Antone Stander, Miss Pearl Little, C. M. Woodworth, Mrs. Woodworth, Mrs. W. P. Young, Mrs. M. D. Weld, E. C. King, J. W. Moore, Mrs. Ransom, C. Martin, F. A. Hasken, F. J. Herbert, W. P. Peterson, Mrs. Belle Dormer. Tonight she takes out the A. B. steamer for an excursion, leaving tomorrow evening for Whitehorse. The Yukon left at midnight last night with the following passengers for Whitehorse and up river points:—Frank Lindley, Austin Carzigg, Edward Le Moine, Mrs. F. W. Sheddon, Thos. Bruce, Miss Anna Springman, A. W. Sterreff, G. R. Nash, R. M. Blair, Fred Milton, Sergt. Hilling, H. Chatterton, E. W. Mutch, W. Perdue, C. Hartle, W. W. Corry.

The Dawson is due this evening and the Bonanza King tomorrow. The Whitehorse is expected to leave Whitehorse tonight and should arrive Friday morning.

A. B. Floater Tonight

Under the auspices of the A. B.'s the steamer Clifford Sifton will take a large barge up the river tonight with a dancing party, returning when the love for terpsichorean worship has been satisfied. This is the outing that was to have taken place the night of the Fourth of July but which was, owing to the rain, postponed until the Sifton returned from a trip to Whitehorse. The start will be made at 8 o'clock and as the night bids fair to be a pleasant one, a large crowd will be in attendance.

Send a copy of Grotzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$2.50

Beyond a Doubt

HANNAN'S Celebrated DRESS SHOES ARE THE FINEST ON EARTH PRICE, \$7.00

Wear a Pair Once and You Will Have No Other Kind! WE ARE THE SOLE AGENTS.

FIRST AVENUE **HERSHBERG** The Reliable Clothier, 1st Ave.

IN UNKNOWN TERRITORY

Party of Hardy Adventurers Will Wander

Porcupine and Tanana River Systems to be Visited by Prospectors and Trappers.

An adventurous quintette of gentlemen composed of John Kuhl, leader, Billie Newman and Messrs. Clough, Woods and Victor, will get away in a day or two on a trip that will occupy one and possibly two years.

In a small steamer the party will go down the Yukon to the mouth of the Porcupine, which stream they will ascend to the head of navigation, prospecting, hunting and trapping on all its tributaries on the way up.

It is probable that the party will winter near the head of navigation on the Porcupine in which country rare furbearing animals are known to exist in abundance. The party goes well supplied with firearms and ammunition as well as with clothing and provisions for fully a year.

In case of success on the Porcupine and a good market for their furs at some of the lower river posts next summer the party will re-stock and repeat its operations on the Tanana for a year. Mr. Kuhl is negotiating for the purchase of the steamer Lorelei, but in case it is not procured other suitable craft will be used.

The party will devote much of its time in favorable weather to prospecting the mineral resources of the country visited, the search for gold being the primary object of the expedition.

Company in Trouble

The Five Fingers Coal Company and the steamer Eldorado which markets the product at Dawson is in all kinds of trouble judging from the number of suits filed in the admiralty and territorial courts yesterday and today. J. H. Dixon filed a suit against the Eldorado yesterday for wages as chief engineer and today there were a number of others that followed. Captain Dougherty et al claim \$3270 due as wages and Reynolds et al claim \$4564. Both the libels filed today are against the cargo and fittings as well as the steamer. The Canadian Bank of Commerce has brought suit against and seized the coal mines, the bank's claim being \$4118. It is thought the entire difficulty has arisen on account of the company not having sufficient capital to properly handle their business, there being a ready market at good prices for every pound of coal they can produce.

Libelled for Wages

The steamer J. P. Light and the barges Marguerite, Louise and Jean were libelled today in two suits filed in the admiralty court for wages alleged to be due. One is by Charles Mack et al who claim \$1234.25 and the other by Scott et al. The claims of the latter aggregate \$3515.50.

Special power of attorney forms for sale at the Nugget office.

Plunge Bath

That cleanliness is next to Godliness is a saying that, though mellow with age, is none the less true.

Realizing a great need of Dawson, L. W. Horkan, the Standard librarian, has added to his already long list of man's necessities a bathing adjunct where both hot and cold baths may be had at any hour, day and night.

But this is not all. A large tank has been constructed in which plunge baths are served and that the water may be kept clean the plunger is first required to bathe in one of the private baths.

Horkan provides for the outer as well as for the inner and intellectual man and his bathing adjunct is already very popular.

Call and take a plunge and if you do not get wet there will be no charge attached.

Banker in Trouble

Seattle, July 6.—A chapter in the disappearance of Charles H. Lyons, late president of the First National bank of Mount Vernon, was added yesterday by an action commenced in the federal court upon two sight drafts aggregating \$9,500, which he is alleged to have converted to his own use. The action was brought against the Mount Vernon bank by the American National bank of Kansas City, which cashed the drafts for Lyons.

The drafts were drawn upon the Seattle National bank, which is the correspondent and depository of the Mount Vernon bank in this city. It is claimed that Lyons took the money to his bank at Billings, Oklahoma. He signed the drafts as president of the Mount Vernon bank, and the latter stopped payment at the Seattle National, upon the ground that Lyons had no authority to contract for his bank, under the circumstances.

These alleged facts are not contained in the complaint filed in the action by the Kansas City bank, which is simply a suit upon the protested drafts, pleaded in the usual form. The statement of the circumstances, as obtained by the Mount Vernon bank, was obtained from E. W. Andrews, president of the Seattle National.

Lyons was arrested at Spokane a few days ago and taken back to Mount Vernon, where he will be tried upon the general charge of embezzling funds of the bank.

Play is Censored

London, July 5.—That enterprising farce which might be entitled "The British Censor and the Masterpiece Play" is worthy of attention. It had not come off just when everyone was too busy with the expected sensation to give much attention to anything else, it might have led to the enforced resignation of the censor George Alexander Redford, who draws a salary as a member of the king's household, for examining every play that is to be produced here in order to see if he thinks it good for British morals. "Sapho" didn't worry him, and many a tougher play than "Sapho" has got past him, but he drew the line at "Mopna Vanna," which had mightily pleased the critics on the continent, and which was to have been given here last week by a distinguished French company that had come over for the purpose.

The good Mr. Redford having refused to license the play, the company promptly hired a suburban lawyer invited theater-goers to pay the price of a theater ticket for the privilege of joining a Maeterlinck society, which had sprung up overnight, and intimated that membership in the society would entitle one to free admission to a "private" performance of "Mopna Vanna." Of course everybody went; the play got mentioned in the papers; that otherwise would have received, and a respectable committee, including Thomas Hardy, Mrs. Craigie, George Meredith, William Archer, Maurice Hewlett, Swinburne, "Lucas Malet" and Frederic Harrison sent a vigorous protest to the Times, calling attention to "the singular nobility of Maurice Maeterlinck's attitude toward moral questions."

Put the Runner Out

Dallas, Tex., July 5.—A dinner from Midlothian, Tex., says a pitcher Charles Harrington was led by a batted ball here today. The ball, which was batted straight to the pitcher, bit him in the stomach. Harrington fielded the ball, made the assist, putting the runner out, and then dropped dead.

"Santos Dumont is not afraid to take great risks," remarked Mrs. N. Peck, laying aside the paper. "No," said little Mr. N. Peck, "see that he is even going to get married."

Job Printing at Nugget office.

JUST RECEIVED
Another Big Shipment of
A. B. C. Beer
ASK FOR IT
And You Will Never Drink Any Other.
I. Rosenthal & Co.
Mail orders given special attention.

City Drayage and Express. **DAWSON TRANSFER CO.** Day and Night Service.
CHANGE OF TIME TABLE—On and After May 20, 1902
STAGES
Leave Dawson... 8:30 a. m. and 6 p. m. Leave Fortna... 6:30 a. m. and 6 p. m.
Freighting to all the Creeks. OFFICE, N. C. BUILDING

Put a New Coat On YOUR HOUSE
We Will Supply You With the Paint! Any Color You Wish at Lowest Prices. SEE OUR WINDOW.
Dawson Hardware Co., Ltd. SECOND AVENUE TELEPHONE 36

6 PAGES
Vol. 3—No. 172
PASSENGER AND FREIGHT
Two Steamers Whitehorse Last
Bonanza King Carries and Whitehorse Carries Miscellaneous Carries
Special to the Daily Nugget Whitehorse, July 17.—King left last night at Freight as per former passengers: J. J. Sangran, Bernase, Chas. Bernase.
The Whitehorse left last night. Passengers: Master H. C. Prevost, E. Mrs. H. S. Mason, Mrs. Mrs. J. F. McDonnell, J. Donovan, P. H. Palm, C. Stahl, Miss M. H. Hagel, A. E. Lelande, E. Valance, F. Bahne, C. A. Morris, Mrs. E. J. P. Allen and wife, J. P. Callahan, J. W. D. Duffy, A. B. Clegg, J. Murray, A. E. Lind, H.
The Ladue
Quartz M
IS NO IN OP

We have made number of tests ready to make other

We have the best money will buy a antee all our work mill and also in the
Assay Of

Just 1,000 Pat up in THE DE'S B Successor MINERS: G
Cast
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We have of the above are selling at McLenna