

# THE SEMI-WEEKLY NUGGET

VOL. 5 NO. 29

DAWSON, Y. T., THURSDAY, SEPTEMBER 27, 1900.

PRICE 25 CENTS

## HEAD

Cloth Caps, all styles; Fur Caps, Yukon style; Muskrat, Australian Oppossum, Electric Seal and Beaver, with silk or cloth tops; Stetson and Gordon Hats.

## HANDS

Kid and Mocho Gloves and Mitts, silk or fleeca lined; Corticelli Silk Mitts and Gloves, Buck and Asbestos Mitts and Gloves, Fur Mitts, Driver Finger Mitts.

## FEET

Dodge's Felt Shoes, Slippers and Insoles, Moccasins—elk, moose and jackbock, Goodyear Rubber Boots, Shoes and Arctics, Slater's All-Felt Shoes, Elk Skin Slippers, Fine Line of Cashmere Socks, Light and heavy weight; Heavy Woolen and German Socks.

**SARGENT & PINSKA,**  
Cor. First Ave. and Second St.

## Ready Boys

Warehouse Full. Store Complete.  
Let's Have Your Orders.  
Satisfaction Guaranteed.

**MILNE**  
111 First Avenue

## The Standard

WEEK OF SEPTEMBER 24th-29th

The King of Comedies,

## All the Comforts of Home

Direction of ALF. LAYNE, and

ALL-STAR VAUDEVILLE ARTISTS

In Songs, Skits and Dances; also the Inimitable

**EDDIE DOLAN**

Nome Only Jarred Him.

## Closing Out

MY ENTIRE STOCK OF Groceries and Provisions

within the next ten days. Closing out to go outside. It will pay those wanting outfits to come and see us at the

## Yukon Hotel Store

J. E. BOOGE, MGR.

## ARCTIC SAWMILL

Removed to Mouth of Hunker Creek, on Klondike River.

SLUICE, FLUME & MINING LUMBER  
Offices: At Mill, at Upper Ferry on Klondike River and at Boyle's Wharf. J. W. BOYLE.

Kodaks and films at Goetzman's.  
Table de hote dinners. The Holborn.

RECEIVED BY WIRE.

## SKAGWAY FURIOUS

At Governor Brady for Calling That Town a Den of Thieves

TO CREW OF REVENUE CUTTER PERRY.

Jack Wade Cases Tried and Appealed to Higher Court.

ANTI-BONDING SENTIMENT

Threatens Disruption of the Skagway Board of Trade—Long Petition Sent to Washington.

(From Wednesday's Daily.)

Skagway, Sept. 26.—Gov. John G. Brady arrived here on the revenue cutter Perry on Sunday and it has since leaked out that previous to reaching here he informed the crew of the cutter that Skagway is the toughest town in America and warned them to keep their hands on their pocketbooks if they came ashore; that members of the "Soapy" Smith gang are still doing business here and that sandbagging and robbing is of nightly occurrence.

On learning today of the governor's slander of the town and her citizens the people became furious and if Brady was here there is no doubt but that he would realize that the "Soapy" Smith followers are gone, but that the citizens' committee who ran them out of town is still here and ready for business.

Gov. Brady has not been popular in Skagway since his narrowness and incompetency became apparent; and as he is aware of his unpopularity, it is opined here that he took this underhand method of slandering Skagway and her people.

**Jack Wade Cases.**

Skagway, Sept. 26.—The hearing of the Jack Wade creek case of Harvey vs. Hauge was concluded yesterday by the jury failing to agree. This was the fourth case pertaining to that creek which has been tried here within the past ten days. Of the other three, two were won by the defendants and one by the plaintiff. In every case notice of appeal to the higher court has been given.

**Canada's Bond Privilege.**

Skagway, Sept. 26.—The long discussed petition of the chamber of commerce asking the government to rescind the present bonding privilege accorded to Canada has been mailed to Washington, although there is no doubt but that the majority of the members of the chamber of commerce are opposed to the petition on the grounds that it is too strong and too radical. The petition has been discussed by the chamber almost continuously at regular and called meetings for the past two or three weeks and such discussion at several times threatened the disruption of the body. The petition is unquestionably the strongest document ever sent from Alaska to Washington and its supporters are confident that it will be productive of one of two things, namely: the rescinding of Canada's present bonding privileges or of closing Skagway's port of entry to foreign

vessels, either result bringing about the desired purpose of the petition which is to give local dealers a chance to compete with Victoria and Vancouver in supplying goods for interior consumption and use.

**COMING AND GOING.**

C. S. Denby, of Dominion, was in town this morning.

H. B. Ballou of Rampart City, is in Dawson on business.

H. S. Wallace, of above Dominion, is registered at the Regina.

A. F. Standen and wife are down from Eldorado for a brief stay in the city.

Last evening Manager Wilson, of the A. C. Co., entertained 20 of his friends in a very sumptuous manner at the Germania.

The hospitals are about the only institutions in town which are not doing a thriving business at present, and that speaks remarkably well for the healthfulness of the country.

Complaints are being heard today from people who learned last night that there are cabins in Dawson that were not roofed with any idea that it ever rained in this section. Mud will keep out cold but has a way of letting the rain through which is not pleasant.

**Order Was Countermanded.**

An order from Mexico recently puzzled the clerks of a New Orleans clothing house. The writer wanted "for my brother" a black suit, with one white shirt, black tie, collar, cuffs, and a pair of patent leather shoes. There was a question whether brother was about to be hanged or was otherwise not expected to live. The day following its receipt a telegram arrived saying: "Do not send things. Brother is getting better." It turned out afterward that the brother had been seriously ill, and the garments were intended to array him for the tomb.

**Missing Man and Canoe.**

Some two or three weeks ago Dan Jonas borrowed a canoe from Barret & Hull. The canoe was a fine Peterboro and was highly prized by its owners. It appears to have been equally valued by Mr. Jonas, who has not been seen since—neither has the canoe. They are now anxiously inquiring if the aforesaid Jonas is lost, strayed or stolen, and incidentally are making the same inquiries concerning the canoe.

**Prices of Scows High.**

It is reported that all the scows for sale at Whitehorse have been cornered. There are two combinations operating, and the representatives of each claim to have all the scows in sight purchased and a contract for the season's output. A. D. Cowan, Whitehorse agent for the Yukon Flyer line, arrived from that city yesterday. He says his combination has 106 scows.

"We have formed a combination and purchased all the scows to be had," said Mr. Cowan. "We got all the scows Mike King, Racine and the Mill Haven Lumber Company had on hand, and have contracted for their entire output."

"We sent out 14 scows for the railroad people yesterday and will let eight go today. Billy Hannum of the Dominion Steamship line is in the combine. There are two more who do not desire to be known."

P. G. and Arthur Copeland comprise the other combination. They claim to represent the output of the Mill Haven Lumber Company.

"Scows are going sky high," said Pete Copeland yesterday. "The 14x45 foot scows of 22 tons capacity are selling for \$625 to \$675. I sold one 16x50 feet yesterday for \$850. They will go higher."—Alaskan, Sept. 21.

**Lucious Fruit for Dawson.**

Stanley Seearce, who, it will be remembered, went down to Nome over the ice with the early stampedeers, is again in Dawson. He left Nome and went to California, where he purchased a large consignment of the choicest fruit obtainable in that state, boxes of which are now displayed in his new store at the Orpheum building.

The fruit is the finest ever coming to this city, particularly the Tokay and Muscat grapes which make a most inviting display.

Best imported wines and liquors at the Regina.

## FREIGHT MOVEMENT

This Year From Up and Down Stream Shows an Aggregate of Many Tons.

SOME CUSTOM HOUSE FIGURES

Show Something of Dawson's Yearly Consumption

AND HEAVY IMPORTATIONS.

The Freight Brought by Steamers is Nearly Equal From Both Up and Down Stream.

The fiscal year in the customs service begins with June, and of course ends with May. Some of the figures shown in the registers of vessels kept in the customs office show some very interesting facts concerning the movement of freight in tonnage, and one wonders in looking over the footings what Dawson does with so much freight; why it is necessary and how it is consumed.

Since the opening of navigation last spring there have come up the river from St. Michael, with one or two exceptions, and exclusive of barges, 47 vessels. These with two exceptions, have been laden with freight cargoes, which aggregate 24,546 tons. An average of a fraction over 522 tons to the vessel. This, however, is not including barges in tow, of which there have been a great many, and some of them represent very heavy cargoes, so that the foregoing figures can not be taken to represent merely the freight brought in the steamers alone, however it is due entirely to their steam.

The crews registered with these vessels number 1731, though it took a great many more hands than this of course to load and discharge the cargoes, to say nothing of the numbers employed to distribute the freight after its arrival here, and when it is considered that these cargoes come originally from almost the four quarters of the globe, and their component parts were gathered together, manufactured and prepared for shipment by such a variety of industries, the amount of labor necessary to minister to the wants of Dawson becomes stupendous.

The vessels coming from up the river, of course, have been much more numerous although their carrying capacity has been much less. There have been 134 steamers down with a total tonnage of 29,740.

The movement of freight via Skagway will be seen by these figures to be slightly in excess of that coming in by way of St. Michael, but these figures do not by any means represent the full amount of goods received by Dawson during the season of navigation. How many scows have arrived, and what the total amount of their delivery has been, are matters which can only be arrived at by estimate, without going into almost a never ending search for figures, if it could be done at all accurately.

From the opening of navigation to date it can only be considered a conservative estimate to place the number of scows which have landed their cargoes in Dawson at 400. Supposing that the average load of these scows is said to be 15 tons; there is a total of 6000 tons to be added to the movement of freight from up stream, making the total from that direction 35,740 tons, an excess of 11,194 tons over that received from the other way, and a sum total of the tons landed in Dawson during the season of 60,186.

Of course a large percentage of this freight is machinery of which there has been the heaviest importation yet received. But even making all due allowance for this the freight representing clothing and provisions seems very great.

WHOLESALE **A. M. CO.** RETAIL

The Best—Not just as good—is a deep-rooted principle here. The freight cost on inferior qualities is equally as great as on the best. Consequently the difference in the cost here between the best and the just as good kind is infinitesimal. True economy, perfect satisfaction, lies in buying the best.

We Openly Proclaim to All: Any purchase made at our store that does not prove to be as represented, we will refund your money. (Not an expensive statement on honest goods.)

OUR PRICES WILL PROVE MOST PLEASING.

...AMES MERCANTILE CO...

## The Crash Has Come!

...IMMENSE...

## AUCTION SALE

### \$100,000

WORTH OF

Clothing, Gents' Furnishings, Boots and Shoes, Furniture, Carpets, Iron Beds, Heavy Woolen Underwear, Ladies' Goods, Moccasins, Fur Lined Coats, Fur Caps, Fur Robes, Felt Shoes.

SALE IS WITHOUT RESERVE

First Sale commences MONDAY at 3 p. m. and continues every day until the stock is entirely sold.

## THE HUB

Second Ave., nr. Second St. Open Evenings.

Do Not Fail To see our Latest Patterns of Ladies and Gents'

## Cleveland Bicycles

Every one is fitted with the finest patent brake, which allows the rider to coast down the steepest hill between here and Dominion and retain complete control of the wheel. The feet remain stationary while coasting. Do not buy a wheel without a brake.

McLENNAN, McFEELY & CO. Ltd.