

ROBT. CONKLING DEPARTS

Cashier in Timber and Land Office Disappears—His Official Accounts are Straight But Crooked Outside the Office.

Another good man has gone wrong. Robert Conkling, cashier in the crown timber and land office, has skipped the American side of the line leaving thousands of dollars in debts behind, some of them of a nature which make him criminally liable. For nearly three years young Conkling has been connected with the timber and land office and in that time has never had a vacation. He last Monday requested and secured from Commissioner Ross a 30 days' leave of absence, his desire being ostensibly for the purpose of paying a visit to his mother and sister who are spending the summer in Vancouver. Tuesday and Tuesday evening he was about town as usual and was seen by several people on the following day, but Wednesday evening he disappeared completely and has not been heard of since. It is learned that he boarded a small boat near St. Mary's hospital Wednesday night between 11 and 12 o'clock and in company with three others, Dick Gardner being one of them, left for down the river. His abrupt departure was unexpected by his friends, to many of whom he had said he was going outside the latter part of the week but he had always given Vancouver as his destination. At the time he was given leave of absence he received \$250 as expense money to take him outside, it being the custom of the government to pay the expenses of its employees one way when they are granted leave of absence to visit their former home.

Yesterday afternoon there was an ugly rumor afloat to the effect that Conkling was a defaulter to a large extent, but this upon investigation was found to be untrue. As cashier in the timber and land office he handled vast quantities of money, but his accounts were found to be perfectly straight in every respect. His criminal liability is due to a deal he had with Lief T. Holte, who alleges that Conkling embezzled him out of \$121. On July 20 Holte made application in the timber office for a certain piece of land. In such affairs it is customary for applications of that character to be first submitted to the commissioner for approval before the fees are accepted. If the commissioner decides favorably upon it the applicant is notified and then whatever sum is due is paid. Holte made his application through Conkling last Saturday and waited several days for action to be taken upon it. Wednesday afternoon he met him on the street and Conkling informed him he had succeeded in getting his application through but that it would cost him \$250. Holte immediately gave him \$121 on account, though he failed to take any receipt for the money paid, and went off to secure the balance of the money. Later in the evening they met again and Holte told him he had been unable to raise the remaining \$129 and asked for the return of the money already paid saying that he would secure the full amount the next day and bring it to the office. This Conkling refused to do, but told him, however, to call at the office the following day and they would fix matters up satisfactorily. Thursday Holte went to the timber and land office as arranged and there soon learned he had been defrauded out of his money. He could produce no receipt for the money paid and consequently could not hold the office for the sum which he claims to have given Conkling on the street the night previous. Holte immediately swore to an information and a warrant was issued for Conkling's arrest. It is thought, however, he had too great a start and safely made his way across the line.

Conkling's downfall is attributed to a too generous nature. He was a never failing bank account as long as he had money for a number of indolent parasites who borrowed his money and whom he clothed and fed. Of a genial, wholesome nature, warm hearted, he would give his last dollar to any hobo who might as for it. Among those who mourn his departure are a number of old friends from whom he borrowed various sums from \$50 up a few days prior to his leaving. He had lately been involved in some expensive mining litigation and the general opinion is that he came to the conclusion he was so deeply in the hole he could never get out so decided to cut loose entirely. Conkling is very well connected in Manitoba, his father, recently deceased, having been one of the best known and most prominent men in Winnipeg.

The Pacific Cold Storage Co. offers every facility for keeping frozen products.

Fresh Lowney's candies. Kelly & Co., druggists.

Good, clean, comfortable beds at the Yukon hotel.

Perinet E. Pills Extra Sec Champagne, \$3. Regina Club hotel.

Columbia Bicycle \$35 Boyle's Warf.

While the concession granted by the railroad company is not as great as was desired and is in a different form than was anticipated, yet it is considered a substantial victory for the merchants and opens the way for others which it is hoped to gain the future.

Milne
FIRST AVENUE
For GROCERIES and OUTFITS
Good Goods Only
Scrapers,
Steam Hose, Portable Forges,
JUST RECEIVED BY
McL., McF. & Co.,
LIMITED
Phone No. 51

RECEIVED BY WIRE. HOTTEST FOR YEARS

Temperature Up to 108 in Many Big Cities.
Chicago, July 22, via Skagway, July 27.—Reports from St. Louis, Cincinnati, Kansas City and many other cities say this is the hottest day known in many years. In many of the places reported the temperature is 108 in the shade. Many deaths are reported. A message from St. Petersburg, Russia, says the temperature there is up to 117.

RECEIVED BY WIRE. SLIGHTLY TOUCHED

Railroad Officials Make Small Concession to Shippers.
The officials of the W. P. & Y. R., after having declared to the committee appointed by the merchants to interview them, that there was no remedy at the present time for the exorbitant charges on freight, last night reconsidered their former declarations and granted the committee a concession which they had begun to despair of getting. The committee which consisted of Dr. Cook of the Ladue Co., Mr. A. B. Palmer, of Palmer Bros., and Mr. Gray, of the Dawson Hardware Co., held several conferences with the officials with a view to getting any kind of a concession which the company was willing to grant them.

The results of the conferences were anything but satisfactory to the committee, the railroad men taking the position that they were willing to grant any reasonable reduction but were held by an ironclad contract, which, if they should break, would precipitate a rate war the result of which would certainly end in disaster to the whole community.

As the railroad company had always held the interests of the merchants closer to its heart than it did its own, the officers declared that they would not forsake the merchants in this crisis but would still hold them under the protecting wing of the company and prevent such a disaster by keeping the tariff as it then stood for this year and making promises for a better rate next season.

The mission of the committee looked hopeless when yesterday afternoon they again met with the officials and were given the same talk, but not wishing to appear before the meeting by whom they were commissioned without being able to give some kind of a favorable report, they made one final strong talk and practically won their point, the officials making a proposition whereby the shippers would be benefited to a certain extent and at the same time would not precipitate trouble with the companies on the lower river. A meeting was held last evening and the proposition submitted to the merchants who are highly gratified by the result of the of the committee's work.

The proposition submitted is this: The rate on the aggregate tonnage is to be allowed for each class of goods shipped. If a merchant's freight aggregate 500 tons of freight composed of 200 tons in class A, 150 in class B, 100 tons in class C, and 50 tons in class D, he will be allowed the 500 ton rate on each class instead of paying the rate on the amount in each class, which will make quite a difference in the amounts of the freight bills. This new agreement will be the same on shipments of less than 500 tons. If the shipments aggregate 200 tons made up of freight in different classes the 200 ton rate will be allowed in each class and so on with smaller amounts.

While the concession granted by the railroad company is not as great as was desired and is in a different form than was anticipated, yet it is considered a substantial victory for the merchants and opens the way for others which it is hoped to gain the future.

Concert Wednesday Night.
Miss Mary Case "the Oregon song bird," is to give a grand concert at the Savoy next Wednesday night. This will be her first appearance before a Dawson audience and judging by the press notices the lady has received from leading papers all over the country it is expected that the entertainment will be one which will be warmly received and thoroughly appreciated. Miss Case will be assisted by Mrs. Edith Larson Walker, soprano; Mrs. Jennie Larson Torg, contralto; Miss Elsie Larson, violinist, and Arthur Boyle tenor. Tickets for the concert can be obtained at Reid's drug store, price \$1 and \$2.

RECEIVED BY WIRE. TEAMSTERS DISCHARGED

To Number of 1000 for Refusing to Handle Non-Union Merchandise

RECEIVED BY WIRE. FOR DEALERS IN SAN FRANCISCO

Movement Inaugurated by Employers to Break Up Union.

RECEIVED BY WIRE. SCHOONER AND CREW LOST

Struck by Lightning on Lake Michigan—Small Shortage Fishermen at Work.
San Francisco, July 22, via Skagway, July 27.—One thousand teamsters were discharged here today for refusing to handle merchandise from non-union houses. A complete tie-up of all local drayage is expected. The discharged men claim the movement was inaugurated by the employers association for the purpose of breaking up the draymen's union.

Must Smoke Pipes.
Tampa, Fla., July 22, via Skagway, July 27.—Four thousand cigar-makers and 2000 allied tradesmen have given notice that they will strike tomorrow.

Burned on Lake.
Marquette, Wis., July 23, via Skagway, July 27.—A large unknown schooner on the lake was struck by lightning during a storm today and burned to the water's edge. All the crew perished. The burning schooner was sighted from the Menominee light-house.

Shortage of \$17.
Seattle, July 22, via Skagway, July 27.—Experts have gone over the books of ex-County Clerk Whittlesey and found that during the first two years of his office he was \$17 short.

Went to Work.
Vancouver, July 22, via Skagway, July 27.—Nearly all of the 2500 union fishermen returned to work yesterday.

Off for Eagle.
The excursion to Eagle City given by the baseball boys promises to be a big success as the demand for tickets is even greater than was anticipated by the promoters of the enterprise. All the arrangements for the excursion has now been perfected and the handsome steamer Whitehorse, the finest boat on the upper river will carry the merry-makers to and from Eagle City on schedule time.

A band of music will be in attendance, consequently dancing will be indulged in, there being ample room on the boat for that purpose, upon arriving at Eagle City a royal welcome will be given the visitors and the key of the town will be turned over to them. Tickets for the round trip are \$15; for sale at Bonanza Market, Gandolfo's, Townsend and Rose or from members of the Dawson City baseball team. The boat leaves the B. Y. N. dock at 12:30 tonight and returns to Dawson Monday at 10 a. m.

Church Services.
Presbyterian—Rev. H. H. Turner will conduct the services at St. Andrew's Presbyterian church tomorrow. Morning service at 10 o'clock and evening service at 7:30.

Methodist—Services at 11 a. m. and 7:30 p. m. Rev. Dr. Sparling, president of the Wesley College, will conduct the services both morning and evening.

Episcopal—The regular Sunday services will be held at St. Paul's Episcopal church tomorrow at 11 a. m. and 7:30 p. m.

Catholic—Sunday services at 10:30 a. m. and 7:30 p. m. All are cordially invited. Number of Sideboard is "113" Front St. Kodak tripods: \$3.50 Goetzman's.

RECEIVED BY WIRE. GUS RUHLIN IN SEATTLE

Bruiser Is out Hunting a Heavy-weight Scrapper.
Seattle, July 22, via Skagway, July 27.—Gus Ruhlin, the heavyweight pugilist, arrived here last night. He is going to San Francisco where he hopes to force Jeffries to meet him. In case of failure to make a date with Jeffries there is a probability that he will return to Seattle and arrange a meeting in the ring with Jim Morrison's protégé, Fred Russell.

RECEIVED BY WIRE. RUSH FOR HOMESTEADS

Ten Applicants for Every Chance Open to Secure Land.
Fort Worth, Texas, July 22, via Skagway, July 27.—All trains going toward El Reno this morning are loaded, fully 150,000 people having registered for chances to secure the 13,000 homesteads thrown open to location on August 6th. Many of the boomers are insufficiently supplied.

RECEIVED BY WIRE. STEAMBOAT NEWS.

The Clifford Sifton left at midnight Thursday for Whitehorse with 42 passengers.

Steamer Wilbur P. Crimmins left last night at 8 o'clock for up river points.

The Prospector left Thursday evening on another trip to Fraser Falls. She carried a number of passengers and quite a quantity of freight.

The popular little steamer Nora left yesterday afternoon at 2 o'clock for Whitehorse with almost her entire passenger accommodation taken.

The Canadian left Thursday evening for up river points with 22 passengers. The Whitehorse will be the next steamer in from Whitehorse.

The excursion to Eagle Sunday on the Whitehorse promises to be exceedingly well attended.

The Gold Star is hourly expected to arrive from the Koyukuk.

The Susie left last night at 11 o'clock on her return trip down the river. She carried 28 passengers, principally for Nome.

Steamer P. B. Weare will leave this evening for St. Michael.

The Sarah in command of Capt. M. M. Looney, master, T. L. Rutherford, purser, and J. N. Clausen, clerk, arrived this morning 13 days and a few hours out from St. Michael. She left the lower river terminal on the evening of July 13 and reports a pleasant and uneventful trip up. Confirmatory news was brought of the recent strike made on Glenn gulch, a short distance from Rampart. Everyone agrees that the discovery is one of extraordinary richness. Word is also brought of another new strike having been made at a point almost opposite Nulato. The Sarah brought 28 passengers and 450 tons of freight, among the latter being 25 huge boilers for the N. C. Co.

Mr. and Mrs. Tukey.
Mr. and Mrs. W. V. Tukey (nee Miss Margaret Taggart) returned to the city this afternoon on the Whitehorse. The wedding of Mr. Tukey and his winsome bride took place at Tacoma, July 17, the ceremony being performed by the Rev. Dr. Lytle. Friends of the happy pair will be delighted at the consummation of a romance begun last winter. Mr. Tukey is one of the best known business men in the city and his bride Miss Taggart was deservedly popular in the younger society set. Until a residence is built for them they will be at home to their friends at the Hotel Cecil.

Prominent Arrivals.
Prominent among the arrivals on the Whitehorse this afternoon were Sir McKense Bowell, ex-premier of Canada, Mr. N. A. Belcourt, K. C., of Ottawa, and Mr. Franklin Wils, a brother of H. T. Wills of the Bank of Commerce. The gentlemen are here on a pleasure trip and will remain several weeks.

Any kind of wine \$5 per bottle at the Regina Club hotel.

All case goods 25 cents—Sideboard, Photo supplies reduced at Goetzman's. Latest photo buttons at Goetzman's.

RAILROAD HISTORY

Why Mr. Hawkins Resigned—Interests of Small Dealers—Attempt at Monopoly—Incompetence and Mismanagement—Agr. Darling.

It is very evident to the man up a tree that there has been a great deal of friction among the railroad officials here as to how the problem they came to settle should be dealt with. This is very palpable from the fact that Mr. Hawkins had no idea of leaving the city for a few days at 10 o'clock on Thursday night, yet at midnight he left. And he sailed, it must also have been remarked, not on one of his company's steamers, but on one advertised as having "no connection with any combine."

This sudden departure of Mr. Hawkins inclines one to the belief that he was on the opposite side to that upon which it has been agreed that the rate problem shall be settled. He was, in fact, in a woeful minority. This means that the decision of President Graves, Vice President Newell and Traffic Manager Lee, in matter what words of cajolery they may use to cloak the fact, is that there shall be no change in the freight charges this season. The people of the Klondike may therefore justly empty their full full vials of reproach upon the heads of these three and still maintain a sentiment of respect for Mr. Hawkins.

INTERESTS OF SMALL DEALERS.

For the personal inclination of Mr. Hawkins has invariably been for a policy that would assist and protect the small dealer and help the workers. In a long catechizing that he underwent before the Victoria Board of Trade just before the present season opened, this was the prominent feature of his remarks; and when telegraphed at the time to the Nugget it raised many hopes that the people of Dawson were to be dealt with justly and liberally. But Mr. Hawkins, although general manager, has not always, or nearly so, been able to carry his policies into practical effect. There are others who have a finger in the pie, and Mr. Graves has his whole hand in it.

Mr. Hawkins undoubtedly had the idea of lowering freight rates this season. He might have believed that he had done so, for, it must be remembered, he is a railroad engineer and not a transportation expert, and the intricacies of the freight schedule puzzled a Philadelphia lawyer. The same may be said of the minister of railways at Ottawa. It is extremely probable that had he not been assured that the new schedule gave a lower rate he would never have given it his approval. So let not your honest indignation be as the gentle dew from heaven in any sense.

SOME RAILROAD HISTORY.

The project of a railroad from tide water to Selkirk had its beginning as too many public enterprises unfortunately have. The charter for it was carelessly give away by the government to a small body of schemers who never had the intention of building a road but only holding the franchise and shutting everybody else out until such franchise should become valuable and then selling it. These schemers held the charter from 1853 until 1868, when

although opposed at every point, that the immense sums carried by the company have all been spent in another competition and in betterments of the road and its navigation facilities, with the exception of \$40,000 for the expenses of the London office. This is all the money that has been sent to London. The directors, for instance, were always opposed to Mr. Hawkins' plan of continuing the road to Whitehorse until assured of the value of the copper deposits there and the profit

Ames Mercantile Co.
Special Sale
300 Suits Men's Fine Clothing
Consisting of Worsteds, Serges, Cheviots, Cassimeres.
AT \$15.00 PER SUIT
FORMER PRICES \$25, \$30 AND \$35.
These Suits are Perfect Fitting Superior Workmanship. Single and Double Breasted.

Co.
ald
orks Co.
Courthouse
Phone No. 2
Goetzman's Souvenir
friends. A complete
of the Klondike. For
stande.
Cold Storage Co. offers
for keeping frozen
reduced at Goetzman's.
DUNHAM
ROCER
and Second Avenue
to Clarke & Ryan
a Cleaned
and Tapioca
MADE 6th St. & 2nd Ave.
SIGNMENT
oists
nes
ver
Steam Fixtures.
izes.
MILL.
hovel
T.
Phone No. 51