

PROSPERITY RAMPANT

Seattle and Tacoma Are Both Booming

Says Captain Dobler Who Arrived on the Steamer Powers Yesterday.

Captain Jacob Dobler who has been with the N. A. T. & T. Co and Northern Navigation Co. for the past four seasons, and who is yet with the former, was an arrival on the Powers yesterday from Stewart river, where he joined the fleet several weeks ago. Captain Dobler spent the winter on the outside and in conversation with a Nugget man last night said:

"Never in their history have either Seattle or Tacoma been so prosperous as at present, not even in the boom days of '88 and '90. In both cities property has advanced 30 per cent. in the past six months. Seattle, of course, is the better city of the two and will be the best city on the Pacific coast, not excepting San Francisco, within five year's time. Thousands of settlers are coming to the Puget Sound country and property of all kinds is in great demand."

Captain Dobler has not yet been assigned by the N. A. T. & T. Co., but will probably be given a berth on one of the company's steamers which wintered on the lower river.

Being Overhauled.

While No. 1 fire engine is being given its annual cleaning and overhauling, No. 3 which is to be located in South Dawson, is doing service at the slough near No. 2 fire hall.

The Ladue

Quartz Mill

IS NOW IN OPERATION.

We have made a large number of tests and are ready to make others.

We have the best plant money will buy and guarantee all our work in this mill and also in the

Assay Office

EMPIRE HOTEL
JAS. F. MACDONALD
MAX. LANDREVILLE
Everything New, Elegantly Furnished
Well Heated, Bar Attached.
SECOND STREET. Near Second Ave.

Shoff's Rheumatic Cure

It Cures when all Else Fails

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24th MAY 4th JULY

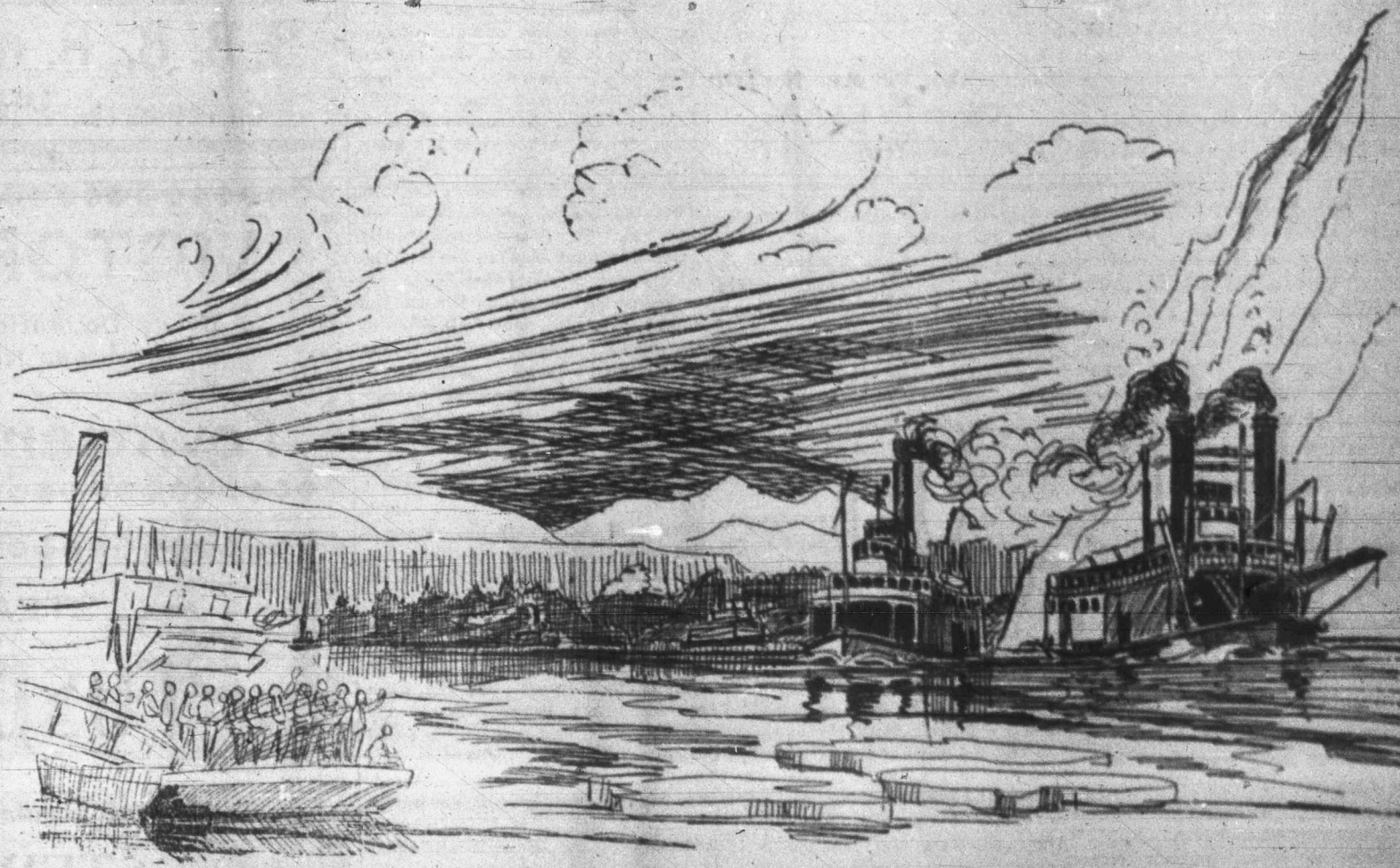
CANADIAN, BRITISH AND AMERICAN

FLAGS!!

3 Feet - 6 Feet - 9 Feet 12 Feet.

McLennan, McFeely & Co., Ltd.

CROWN AND BRIDGE WORK
\$10 PER TOOTH
Teeth Filled \$2 up
These are Outside Association Prices
Dawson Dental Parlor
Bank Building, Opp. N. C. Co.



THE FIRST STEAMERS ARRIVE

After Seven Months of Desertion and Quietude the Water Front Again Becomes Scene of Activity—Lower River Fleet Which Wintered at Stewart Arrived at 5:15 Yesterday Evening, Followed Shortly After by Steamers From Hootalinqua and Lower Lebarge—Sybil Carried Broom at Her Masthead, Being First of Upper River Fleet to Arrive—Heavy Mail Received—How Ice Jams Were Avoided—Few Passengers—Perishable Freight and Live Stock—Ships and Crews.

If the wag who last fall inscribed on the White Pass bulletin board "the last boat has went" will now add to his literary fame by supplementing his initial effort with "the first boat has come," the sequence of events will have been kept up and the historian will be heralded as the Bancroft of the Klondike. Not that such an announcement is strictly necessary for the information of the public, as it is doubtful if there is a man, woman or child within a radius of ten miles of the water-front who does not know of the arrival of the boats last night, but to the average Klondiker it has a deeper significance than can at first be understood, for it means the end of an eight months' isolation, almost an imprisonment, that as the grand finale draws near, the break-up, becomes well-nigh unbearable. It is like a beleaguered city upon which the siege after months has been raised, and people take a new lease on life, satisfied once more that there are worse places on earth to live than Dawson. Vive le first arrivals! They bring joy unalloyed, peace and contentment to say nothing of the fresh establish and not forgetting, in this instance, the 250 kegs of cheechaco beer.

Yesterday morning when it became known the boats had gotten by the jam at Rink rapids in the night and had passed Selkirk all sorts of speculation was indulged in as to the hour of the first arrival and which particular boat it would be. The Prospector was a decided favorite by reason of her superior speed and light draft, but when the telegraph office issued the bulletin showing the Sybil to have passed Ogilvie at 2:40 with the Bailey and Prospector 40 minutes behind her, it was at once surmised she had met with an accident in order to have lost the two hours of a lead had when Selkirk was passed. Shortly after noon word was received from Stewart that the Northern Navigation fleet which wintered in Steamboat slough had left for Dawson and it became a question as to which would arrive first, the lower or upper river boats.

It was nearly 5 o'clock when several who were on the lookout for the first sign of a steamboat saw a puff of smoke arise far up the bend above Klondike City and an instant later the cry of "steamboat" was raised, the ubiquitous street gamins took it up and half the houses of the city emptied themselves of their contents, everyone rushing down to the water front to greet the craft so welcome. Seemingly within five minutes every dock was black with people and as the first boat appeared opposite the Klondike and tooted a merry good evening there was a yelling and cheering sufficient to awaken the dead. The flagship of the fleet proved to be the Seattle No. 3 with a barge in tow, she sailing by the White Pass dock at 5:15. Three minutes later the palatial Will H. Isom with the barge Huron passed, then at 5:23 came the Susie, the Sarah at 5:25 and the T. C. Power at 5:30, all of them being of the Northern Navigation fleet. While everyone was telling his neighbor how good it seemed to see the steamboats once more, another appeared around the bend and in a few moments the single yellow smokeslack of the Sybil was recognized. Quickly the run to her wharf was made, to which she tied up at 5:31, the first steamer of the season

to arrive from the head of navigation. One of the first to be seen aboard was the familiar face of Geo. Pulham, superintendent of the winter mail service, who was leaning far out the window of the pilot house. In reply to questions concerning the mail, Mr. Pulham said:

"I have about 1000 pounds of mail aboard this boat, including that which left Whitehorse May 1st and on the 8th. The next mail, the 15th, left Whitehorse in a canoe intending to catch up at Hootalinqua, but we left before it arrived and it will doubtless be brought down in the Zealandian. The May 1st mail which I had hoped to get to Dawson over the ice only got as far as Mackay's, the lower end of the cut-off. To have come any further at that time it would have been necessary to have had a balloon. I crossed the ice in Lebarge a few days ago and it was as solid apparently as the rock of ages. I do not think it will break up before the first week in June and I doubt very much if the first through boat arrives before the 6th or 8th. We made the record time down from Selkirk on this trip, covering the distance in 11 hours and 19 minutes, stopping at Selwyn, Hallway, Stewart, Ogilvie and Indian river. The last we saw of the Prospector was three miles above Thistle creek."

Captain Gardner, master of the Sybil, tells an interesting account of their trip down.

"We left Hootalinqua," said he, "at 10 o'clock on the morning of the 15th with a perfectly clear river. The first jam we encountered was at Tantalus, but the delay there did not last long. At Five Fingers we came upon another that extended two or three miles below Rink rapids and must have been seven or eight miles long. We tied up twelve hours, finally made the run through Five Fingers through the main channel and slipped around the jam at Rink by a new channel that the ice cut far over to the left bank. Just above the rapids the water had backed up until the river at that point was like a millpond and for a time we anchored out in midstream. We followed the new channel around Rink rapids

clear down to Mackay's, it being just wide enough to let a boat through. The next one we ran into was below Hootchiku at the Ace of Clubs wood-yard, where we tied up five hours. Six miles below Minto we came upon another jam and at Hell Gate there was still another. Around the latter we followed a new channel which the ice had cut out. It was barely wide enough to allow our passage with a current running like a millrace. The last jam we saw was three miles below Selkirk which we also went around. So far I noticed no particular change in the channel from last season. There is a good stage of water, particularly from Selkirk down. The Sybil, Prospector and Bailey passed the latter point in a bunch."

The cargo of the Sybil consisted wholly of live stock belonging to H. I. Miller, 63 head of cattle and two horses. The passengers were Mr. and Mrs. H. I. Miller, George E. Pulham, A. Fair, W. Atchison, and Mrs. A. Gibson and child. The crew of the Sybil this season will be as follows:

Master—Captain Gardner.
Pilot—Sid Harrington.
Purser—Al Haynes.

Chief Engineer—Frank Mavis.
Second Engineer—A. Berryman.
Mate—Wm. Jackman.
Forty-five minutes after the Sybil arrived the Prospector tied up at her dock and Wm. Meed, F. A. Davies, F. D. Boyer and a few other old-timers were busy shaking hands and renewing acquaintances of last season. The crew of the Prospector was considerably chagrined at having lost the race though it was due entirely to an accident which could not have been anticipated. T. A. Davies in speaking of the trip down said:

"We were the first to leave lower Lebarge and found Thirtymile river quite low, all the boats touching more or less on the way down. From Hootalinqua the Prospector, Bailey and Sybil kept pretty well together, all going through Hell Gate together, we being the last in the procession. A few miles below Selkirk we ran into a jam. The other boats finding the channel blocked turned back a short distance and tied up at a wood yard waiting for the ice to clear. We, however, poked around first on one side and then the other until we found a little narrow channel far over to one side through which we slid unknown to the others, they supposing we had tied up the same as they had. We secured an allowance of two hours before they found out we had gone and then they, too, came through in the same manner we did. Our first accident happened above Thistle creek when a large ice floe ran into one of our rudders and damaged it so badly that the boat could not be steered. We had to tie up over an hour while another was being shipped in its place and even at that we would have been the first in had not the other rudder met with the same fate in the same manner a half hour later. Again we tied up and made the needed repairs, during which time both the Sybil and Bailey went by. The latter was less than an hour ahead of us when we again pulled out and the last 40 miles of the trip was a race for your life. We finally overtook the Bailey, passed her and fairly walked away from her."

During the winter the Prospector has been given a thorough overhauling, has had a new house built containing 25 staterooms and now has accommodations for 80 first class passengers. She will at once enter the Stewart river run and make regular trips between Dawson and Fraser Falls. Beyond Messrs. Davies and Boyer, she brought no passengers. Her cargo consisted almost entirely of perishables embracing onions, 70 cases of eggs, lemons, oranges, cheese, ham, bacon, cream and a few sundries, the consignees being Lilly Bros. and Hoas & Shaw. The following is the crew of the Prospector:

Master—Captain John Walker.
Pilot—Jack Shannon.
Purser and general manager—Wm. Meed.
Chief Engineer—John Dean.
Second engineer—Ed. Dean.
Mate—H. Martin.

Captain Ritchie, who for two seasons was captain of the U. D. Co. and later master of the Prospector, has sold his interest in the boat and his successor will probably not be seen in Dawson this summer.

The Bailey was the next of the upper river fleet to arrive, she having left Hootalinqua on the morning of the 15th receiving her cargo from the

(Continued on page 6.)

THE CANADIAN BANK OF COMMERCE

Capital paid up (Eight Million Dollars), \$8,000,000.
RESERVE FUND, \$2,000,000.

The Bank is prepared to purchase gold dust at actual assay value, less the usual charges for express and insurance, up to and including 30th April, 1902; after which date all dust will be subject to the proposed export tax.

D. A. CAMERON,
Manager.

Dawson Branch.