

RETURNED TO DAWSON

Thos. J. McGrade Brought Back From Whitehorse Where He Was Intercepted

AT INSTANCE OF MRS. MCCONNELL

Who Alleges Attempted Extortion by Dire Threats.

McGRADE ASKS EARLY TRIAL

Will be Heard Tomorrow Morning—Defendant Has No Difficulty Furnishing Bail.

From Wed's and Thursday's Daily. Mr. Thomas J. McGrade, an old time and generally respected citizen of Dawson who left for the outside a week ago, was arrested at White Horse and returned to Dawson by the steamer which arrived from river yesterday evening. The warrant on which McGrade was arrested was sworn out by Mrs. Estha Day McConnell, who alleges that McGrade had attempted to extort \$10,000 from her by dire threats such as telling her he would burn her property (the Melbourne hotel) and do other dreadful things.

When he arrived in Dawson yesterday evening McGrade was released on bail as soon as papers could be drawn up, there being perhaps 100 men of means in Dawson who would stand for McGrade in many times the amount required, which was \$2,000. He was allowed to go until this morning on a bond signed by himself and H. I. Miller.

The Magistrate Macaulay's court convened this morning McGrade was present, as were also a large number of his friends; but the complaining witness was not on hand, and the attorney for the prosecution asked that the case be continued until his witness could be notified to appear. Defendant's attorney objected to any continuation on the ground that his client had been stopped on his way out, had been brought back to answer to a serious charge; that time is short before navigation closes and that he was there ready and anxious to be heard on the charges preferred; that it is not the place of the defence to notify the prosecution of the defendant's return, and lastly that if no better success is had in getting Mrs. McConnell before the court now than was had last winter, his client may be forced to remain here indefinitely awaiting for a hearing unless the court acted promptly in bringing on the case.

The date of hearing was finally fixed, 10 o'clock tomorrow morning, to which time McGrade was allowed to go, the bond given yesterday being renewed in the same amount. Considerable interest is being manifested in the case, McGrade having a very long list of friends in Dawson.

FINISHED IN THREE WEEKS

Arctic Brotherhood's New Home Will be Warmed.

Camp Dawson, No. 4. Arctic Brotherhood, held an interesting meeting Tuesday night at McDonald hall. Mr. Elvidge, who is in charge of the construction work on the new fraternity hall, announced that the hall will be completed in three weeks, and it was unanimously decided to give a house warming in honor of the event. The regular entertainment committee was instructed to prepare a report as to the character of entertainment to be given, and will make its report at the next meeting at which time the date will be set.

Mr. Frank Mortimer, who has occupied the office of trail blazer as well as a trustee in the camp, tendered his resignation from both positions on account of his leaving for the outside. Mr. Ron. M. Crawford was elected to fill the position of trail blazer and Mr. John Gilson was elected as a trustee. Mr. J. D. Lomax expects to leave for the outside Friday of this week and tendered his resignation as secretary. Dr. Edwards was elected to fill his place. The camp is now making preparations for an exceedingly active winter.

TRAVEL IS FALLING OFF

Only Two Dawson Passengers on Two Sound Steamers.

Skegway, Oct. 10.—The steamers Dolphin and Cottage City both arrived this morning at 8 o'clock with light cargoes of freight and very few passengers for the interior. The shipments to the Lewis River Dredging Co., Ames Mercantile Co., Hudson Bay Co., and Holme, Miller & Co.; besides an organ for Joe Boyle, 78 steers and 400 head of sheep for Burnes, a lot of ammunition for Gordon of Fortymile and 200 cases of chickens for Hughes at Whitehorse.

The passengers for Dawson are A. Dalton of Gold Run and C. L. Deering. Miss E. L. Lepage comes to wed Mr. Wheeler of Whitehorse, who is employed in the Royal mail service.

The Cottage City sails this afternoon with all her passenger accommodations taken. The Dolphin will not sail until tomorrow night.

RETURN OF MAJOR WOOD

Resumes Official and Military Duties After Needed Rest.

Major Z. T. Wood, commander of the N. W. M. P. in the Yukon territory, arrived on the Victorian last night looking well and much improved in health by his short sojourn outside. The major was met at the dock by Major Primrose, Captain Starnes, Captain Wroughton, Captain Routledge and Captain Cosby, who extended their chief a hearty welcome on his return. The major states he had a very pleasant trip, one that was thoroughly enjoyable in every respect. He left Mrs. Wood and children in Montreal, where they will spend the winter, in very good health. They will probably return to Dawson at the opening of navigation next spring.

Following immediately upon Major Wood's arrival Major Primrose, who has been temporarily in charge, will leave on an extended vacation, taking his departure tomorrow on the White Horse.

"I don't know where I shall go yet as I have made up no itinerary to follow beyond that of visiting my old home, which I have not seen in 12 years," said the major today to a Nugget man. "Nor do I know how long I shall remain away. My leave of absence is lengthy, but I doubt very much if I shall use it all. I imagine that after two or three months' visit I shall be ready to return, and you need not be surprised if you see me back over the ice."

WILL MAKE ANOTHER TRIP

Steamer Ora Will Be in Tonight and Leave Tomorrow.

A report circulated this afternoon to the effect that the Steamer Ora is stuck on a bar is announced by Manager Calderhead to be incorrect. The Ora was reported today in the neighborhood of Stewart, having in tow one of the largest fleets of barges ever brought by a steamer from Whitehorse. Manager Calderhead states that the trim little craft will arrive this evening, and will sail tomorrow for Whitehorse without fail. The Ora will make one more round trip before the end of the season, and unless the difficulties of navigation absolutely prohibit, the Flora and Ora will also make another trip each.

Considering their size, the tonnage which has been handled by the three boats is actually remarkable. Four and five scows have been brought down at one time by the boats, the aggregated freight frequently running over 100 tons.

Oldtimers Return.

Among the passengers on the Victorian last night were Mr. Chas. Rennie, the accomplished cornet virtuoso, who after a few months' vacation at his old home in Vancouver, has returned for the winter, accompanied by his wife and two children. With Mr. and Mrs. Rennie was also Mrs. Adolf Friemuth, wife of the leader of the Savoy orchestra, who will make her future home here with her husband.

VERY MUCH MIXED

Light and Telephone Wires Cause Excitement Last Night.

There was "high jinks" last night in electrical circles, the pranks of the invisible juice causing as much trouble in two minutes as required all night to remove. Telephone bells all over town were rung, fusable plugs burned out, the fire department was called out and the del was to pay in general. In the telephone central many of the connections were burned out and the girls in the helio department were given a pyrotechnic display which nearly sent them into hysterics. Flames, smoke and an odor somewhat different from that of roses poured through the apertures in the switchboards and the two night operators with a frightened yell dropped their receiving phones and retreated to a safer distance.

"It all happened so quickly," said one of the operators, "that I can scarcely describe it. There was a frightful buzzing in the receiver, all the drops fell down, then there was a flash, smoke poured out of the switchboard and I just tell you I screamed good. My, but I was frightened."

Mrs. Brownie, in charge of the night force, realizing at once that the lines had become crossed with those of the electric light sent for Mr. Upp, who arrived in time to save a portion of the switchboards. On the street the display was as vivid as it was weird. A ball of fire chased itself up and down in front of the Dominion on First avenue, the fire department being called out in case of an emergency. At the base of the telephone pole on the corner near McCormack's cafe a wire sizzled, splattered and burned with a brilliant white light setting the pole on fire. Passersby were warned of their danger to keep away from the live wire so full of living death and an electrician soon arrived who climbed the pole and destroyed the connection.

Many of the city telephones were temporarily put out of business and inquiry at the Forks developed the same state of affairs there. One coil at central was burned out. The trouble is thought to have been caused by the weight of the snow causing the telephone lines to sag until one or more of them came in contact with the electric light wires thereby causing a short circuit. The voltage of 2300 volts is far too heavy for the light telephone wires and they burned out like so many pieces of tinder. Electricians were at work all night repairing the telephone connections and Manager Thornburgh expects to have the system again in thorough working order by this evening.

ALONG THE WATER FRONT.

Contrary to expectations, it now appears that both the Casca and Lavelle Young will arrive with their cargoes before the river closes. The former passed Eagle Tuesday afternoon at 4 o'clock, and the latter reported an hour later. Both have freight for the N. A. T. & T. Co., and should arrive today.

The White Horse and Columbia are both due to arrive today, the latter having reported at Five Fingers early this morning. The White Horse will leave this evening and the Columbia on Friday. So far as known at the local office here the Columbia will be the last of the White Pass boats to leave Dawson this season. It is possible another will be dispatched later, much depending upon the condition of the weather and the stage of water, but no notice of such intent has as yet been received from White Horse.

The large safe which arrived a few days ago for the U. S. marshal at Eagle was forwarded today in a scow in charge of H. N. Ford. In addition to the safe, which weighed 9,000 pounds, Mr. Ford had a quantity of freight for himself and some little for Fortymile. Wm. Edwell was a passenger for Nation river.

With the departure of the Victorian this afternoon the water front presented an appearance of utter desolation. The Robert Kerr at the Aurora dock and the partially dismantled Gold Star and the N. C. are the only craft in port.

The Ora passed Selkirk yesterday afternoon at 3:30, and should arrive by 5 or 6 this evening. Neither the Flora or Nora have yet left White Horse. One of the other will be in early next week.

The Victorian arrived last night at 6 o'clock with 93 passengers, many of whom were members of the crews of the N. C. boats now in winter quarters at Stewart river, returning to the city after the completion of their summer's labors. The Victorian brought 110 tons of cargo and a heavy mail. She left at 2 this afternoon on her last trip with every berth taken.

MEN WHO SEEK THE UNKNOWN

And Search After Hidden and Unseen Things

Are Being Looked for by Their Respective Governments Many of North Pole Crews Lost.

It is a common saying now that the world has grown small. With swift ships plying everywhere and with telegraph and cable crossing almost all parts of the globe, it is not easy for even obscure persons to drop out of sight, and it would seem almost impossible for prominent ones.

Yet eight persons whose names, descriptions and pictures have been printed in papers and magazines everywhere and over and over again, have disappeared completely from human knowledge in the last two years. No man can say where they are. No man can even speculate on their whereabouts.

One is missing somewhere in equatorial Africa. One went out of sight in the Philippines. Another disappeared in Asia. Five are hidden away in the great ice around the North Pole.

There is an odd coincidence of date about two of these missing persons. It was March, 1900. On the 23rd day of that month, Lieut. Franco Quirini, of the Italian army, started to sledge from one station to another in Franz Josef Land. He never arrived at his destination, although it was only 100 miles away.

Prof. E. G. Garner landed in St. Thomas, under the equator, a French Congo, bound on an exploring expedition into gorilla land, last November, and none has been able to find a trace of him since.

Sven Hedin, the famous Asiatic explorer, crossed the great Gobi desert, and sent back a letter dated April by a caravan bound to Eastern Turkestan; then dropped out of the ken of man somewhere in the unexplored wilderness of unknown and unmapped Tibet.

Capt. Charles M. Rockefeller, of the Ninth Infantry, U. S. A., walked out past the American sentries outside of Manila on the evening of April 28th, 1899, with no known foe near, and as he passed from the view of the soldiers on guard he passed into oblivion. Three times since then detailed stories have reached the American forces to the effect that he is still alive 'far in the interior of Luzon, but no white man has looked on his face since he walked up that quiet road.

Where is Otto Sverdrup, Nansen's old captain? One and a half years ago his ship, the famous Fram, was seen frozen in near Jones Sound, well on the way toward the Arctic Sea. The great ice has hidden all news of him since.

Other men of lesser note are lost in the white north. Robert Stein and Prof. Warmbath, of the Kahn-Stein expedition, have been swallowed up in the ice since spring, 1900. In that month Dr. Leopold Kohn of their party left them to make his way to Cape York, where he boarded a whaler which carried him to Dundee, Scotland. His companions had elected to remain behind to complete some exploration. They have not been heard from again.

The mystery of the disappearance of three of these men mocks at the efforts of three powerful governments. Russia is seeking Sven Hedin and has not succeeded in getting news of him. There would not be so much anxiety about him if it were not feared that he would be extended even into the remote regions which he intended to penetrate, thus giving cause to apprehend that he may have met trouble from some of the savage tribes that inhabit the great wastes along the boundaries of Tibet and Turkestan.

The Italian government refuses to believe that Lieut. Quirini has met death. Venice has offered a big money prize for his rescue, and an expedition to search for him has been fitted out by Prince Luigi Amadeo of Savoy (the Duke of Abruzzi), during whose famous dash to the Pole the lieutenant was lost.

The United States government has not relinquished its efforts to get at least news of Capt. Rockefeller. He was promoted to a major after he disappeared, and his name was not dropped from the army roll until last year.

His disappearance, both on account of the circumstances surrounding it and still more so because of the strange tales that have been told since, is perhaps the most remarkable one of them all. When he walked out of the lines on the evening in April no enemy was known to be near. No shots were heard. No cry was uttered. When he failed to return his men searched for him. They found a

pocketbook containing his papers some distance from the American position. But there were no signs of a struggle anywhere. That was all that was heard of him for many months. Filipinos who were brought in from the insurgent camps all declared that no such man had been killed or captured. Spies went through the insurgent lines for hundreds of miles around and found no trace of him.

Then suddenly an almost incredible story spread through all the American camps. It was that an officer, having passed far from the lines, suddenly had been attacked by a party of Filipinos. As they rushed toward him he drew his revolver and shot their leader dead. But in the moment of firing he recognized his own reinforcements arrived he was fighting the Turks single-handed.

The whaler Capella has been chartered and is being fitted out now in Stockholm to search for the three missing men. The Duke had left provisions for two years at one of the stations for them, should they still be alive, and the first stop will be made there. Skolken's father is to lead the rescue party.

Sven Hedin started out from Charaklik last spring to enter Tibet. Despite the allegations made by many persons of daring imagination and easy conscience no white man has really entered the sacred city of Lhasa, and Sven Hedin's determination was to do it if possible. Lander's experience when he tried it is well known and serves to show what kind of a feat it was that Hedin undertook.

The route which he proposed to follow for the early part of his journey was almost identical with the one pursued by that greatest of the early travelers, Marco Polo.

From the highlands where Kashmir, East Turkestan and Tibet meet he intended to pick his way through the mountain passes into the table lands and thence through the latter mysterious country. To reach Lhasa he had before him a journey that in a straight line as the bird flies would be more than 1200 miles and, with the great detours made necessary by the immense difficulties of the land, might well be three times as much in practice.

But no man who knew him can tell what is the truth to his fate. It is the deepest mystery of the Philippines.

Next to the Rockefeller mystery the disappearance of Lieut. Quirini is the most strange. When Prince Luigi of Savoy, then the Duke of Abruzzi, started northward on his final effort to win the pole, after the Stella Polare had been caught and badly crushed in the ice pack, he organized twelve men into sledge parties and started them off with an ironclad programme. One of the sections carried enough food for the entire party for three days. At the end of that time it turned back with three men, and returned to the base. Another of the parties which carried supplies for the remaining nine men for eight days; turned back at the end of that time. The third party, carrying provision for themselves, and the fourth party for ten days more, turned back at the end of that time. Thus the last party of three men did not have to touch their own supplies or use up any of the food they carried for their dogs until they had pushed far into the north. It was the last trio who broke the Arctic record and reached latitude 86.33.

Nine of these twelve men returned alive and sound. By the detachment under Lieut. Quirini, which was the second one to turn back under the program, was not seen again after March 23rd, 1900, when it had good by to its friends and started back on what was believed to be a perfectly safe and easy trip. The distance from its point of departure to the base was not more than 70 or 80 miles in a straight line and scarcely more than 100, even if a cautious route had to be taken. They were no crevasses in the ice. They had abundant food. The lieutenant had with him two of the bear men on the ship, Felix Olier, a noted Swiss Alpine guide, and Henry Stokken an excellent Norwegian sailorman. None of the other parties had met with the slightest trouble. Yet, although the Duke of Abruzzi waited until August 15th, no sign of them was found, and they were given up as dead.

But when the Stella Polare arrived in England a curious theory that had been whispered about on board reached the public. It was that Quirini having been ambitious to be a member of the party that made the final dash for the pole, had been embittered by his assignment to the work of a mere ration carrier, and that it would be easy to obtain food by hunting, and the party was well supplied with camping supplies. For a while the rumor was not credited, until Count Emo, of Venice, an inti-

mate friend to Quirini, announced publicly that his friend the lieutenant had no doubt done this very thing, as he had gone on the expedition with the firm determination of gaining glory for himself by some personal feat of daring.

Quirini's army friends were quick to believe this, for he had made his name famous once before in Crete during the occupation of the powers. Several companies of Turkish soldiers, having mutinied, had seized a house and barricaded it, and were sweeping the street with rifle when Quirini appeared. Without hesitating a moment he rushed directly to the entrance, although he had to expose himself to a steady hail of projectiles. He kicked in the door and by the time reinforcements arrived he was fighting the Turks single-handed.

OFFICES CLOSED

Northern Navigation Co. Winds Up Its Season's Business Today

OPERATIONS HAVE BEEN SUCCESSFUL

Boats and Barges are All in Their Winter Quarters.

CONSIDERING IMPROVEMENTS

Capt. Gray With Two Accountants Leaves Tomorrow for the Head Office in San Francisco.

From Wed's and Thursday's Daily. Today witnesses the close of the office of the Northern Navigation Company, the end of their first season's existence. Captain Gray, who has had charge of the affairs of the N. N. Co., will leave tomorrow on the Whitehorse for San Francisco where he will report the result of the summer's business at the head office of his company. W. B. Lomax and R. D. Dupre, accountants in the local office, will accompany him on his trip and by working while en route hope to have the voluminous report ready by the time the city is reached.

"We have had an extremely successful season," said Captain Gray, "and have landed every pound of freight we contracted for and expected to, and I think it has been done more expeditiously than ever before. Whether the same arrangement will be continued next year or not I of course cannot say, that rests with the home office.

"We are in excellent shape for the winter. The warehouses in St. Michael are cleaned up of freight and all our boats and landing barges are safe in winter quarters. Before the opening of navigation next spring a number of extensive improvements are in contemplation, chiefly at St. Michael at which place the facilities for sorting cargoes will be greatly increased and will also be the means employed in discharging cargoes. The ocean ships, you know, can not get to our docks on account of shoal water and their loads all have to be discharged on lighters and they, then, are towed into the docks.

On our St. Michael wharves we have a storage cage by now of 14,500 tons. After concluding my business in San Francisco I shall go home to Portland on a visit and expect to return to Dawson over the ice either in February or March.

Much of the success of the N. N. Co. this season is due to Captain Gray's personal popularity and his many friends will be happy to welcome him back in his old position next spring.

FOR MEAT STORAGE

Gustavson Has Leased Aurora Dock for the Winter.

The interior of the Aurora dock is beginning to resemble a pocket edition of Armour's packing house. Gustavson, the cattle king, has leased the dock for the winter for storage purposes and is piling in carcasses of beef and mutton by the wagon load. Timbers from which the meat is suspended have been erected in stories six feet each in height and the aspect is presented of four stories of solid beef with more yet to come. The last shipment of Gustavson consisted of 350 head of beef cattle, the largest single shipment ever brought to the city. These are being killed at the abattoir at the mouth of Bonanza at the rate of 50 a day.

A Derelict Husband. The following nicely written, plaintive letter from a deserted wife was received by the Nugget today. Should anyone have any information of the husband inquired for they will kindly report the same:

Elgin, Ill., Sept. 24, 1901. Editor "The Nugget": Dear Sir,—I have been advised to write you about the following matter:—My husband, Robert Archibald, has been absent from home for nearly a year, and all my efforts to locate him have failed. I have been told that he has talked a great deal of the "Klondike," and have wondered if he may have undertaken a trip there. If he should be in that locality, would it be possible for you to gain any information regarding him? By so doing you would confer a great favor on one who is very anxious. This may seem a strange request, but it is the only means of communication I have been able to obtain with that part of the country. An early reply will be greatly appreciated. Respectfully, MRS. ROBERT ARCHIBALD, 484 Chicago Street, Elgin, Ill.

JUST IN.

The steamers Lavelle Young and Casca from St. Michael both pulled into Dawson and tied up at the N. A. T. & T. dock at 3:30 this afternoon, the former with 3 passengers and 125 tons of freight, the latter with 8 passengers and 205 tons of freight, both cargoes being for the N. A. T. & T. Co. These are the last steamers expected to arrive from St. Michael this season.

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MORE QUARTZ DISCOVERED

Party of Stokers Arrive From Gold Run This Morning.

A party of stampanes returned yesterday sore and weary from Gold Run, where they each staked a quartz claim on what, from surface indications, looks like a very promising ledge, the exact location of which has not yet been generally made public. The larger share of stampanes now appears to be to stake quartz claims, and with numerous promising ledges being discovered, two stamp mills in operation and a disposition on the part of many prospectors to continue their researches, there is every indication that the Klondike will in time pass from a place to a quartz mining camp.

Police Court. A man named Cross, who presented the appearance of being wholly different to the injunction "Use Fear's Soap," was found 45 cents this morning for cultivating a hybrid red "jag" last night.

The King's birthday is to be observed hereafter just as was Queen Victoria's during her lifetime. As his Majesty's birthday occurs on Nov. 9, any celebration which takes place in Dawson will need to be held in doors, unless it takes the form of a football game or something similar.