

MORE RECORD BREAKING MUSHING.

Journey From New York to Dawson Made in 13 Days.

A Member of the Anglian's Crew Is Drowned—A Novel Craft Coming Up the River—A Woodchopper Dies on the St. Michael.

The Gold Star arrived from White Horse rapids on Sunday with a number of well known old-timers on board, including Joe Staley, M. Saline, D. H. Humes, A. S. White, John Bartlett and others. Mr. Saline was accompanied by his bride and her sisters, the Mesdames Leak. Others on board were A. L. Rhynd, J. H. Perry, William Shock, R. Brown, Andrew Giles, J. A. Adams and C. E. Turner. The Saline party made an unusually quick trip in having covered the distance between New York city and Dawson in 13 days. The trip from Seattle was even more remarkable, having been made in seven and one-half days.

The Empire liner St. Michael arrived from below on Saturday night, after a trip of 14 days. She carried 450 tons of miscellaneous goods and drew 5 feet 10 inches of water, which made the trip a really remarkable one, considering the stage of the water. Among her important passengers were Mr. Wilkins, a prominent Dawson merchant, and Mr. Riley, agent for Ames & Wilkins. The crew of the boat claim that she was the first one to reach St. Michael from the river last spring. While near the Tanana river the boat picked up a sick woodchopper, who died on board the next morning. He gave his name as Augustine Micheant, said he was 28 years old, and that he came from Chateaufort, France. He was buried near Weare. The St. Michael is officered as follows: Captain Carter, First Officer W. A. Blair, Chief Engineer Charles Owen, Second Engineer Patterson, Purser Murtley, Second Mate Thompson.

The Empire line is said to have a novel kind of boat on the way up from St. Michael, and she should arrive this week. The boat is 100 feet long and 35 feet beam—she has six compound engines, three smokestacks and six screws operating in tunnels at her rate, when speeded, of 350 revolutions per minute. The boat was built with the idea of securing a high rate of speed, and while in New York harbor she made 16 knots per hour. Another distinguishing feature, however, is the fact that her screws are so arranged that it will be well nigh impossible for her to get stuck in a bar. The boat was built in New Jersey, and came up to St. Michael in the spring. A sister boat, the International, was wrecked and lost while en route. The arrival of the novel craft cannot fail to create the liveliest interest in Dawson.

The steamer T. C. Power arrived from St. Michael Saturday with a heavy cargo of miscellaneous goods. The steamer Clara arrived in port Friday with her first shipment of coal from Cliff creek, below Forty Mile. The coal was on the barge Monarch, which was returned for another load.

The Canadian left for White Horse rapids on Saturday with a large passenger list, among whom the following were for outside points: Rev. B. Totty and wife, J. Haneck, A. R. Lpsheld, J. W. Criss, M. C. Kuwan, M. M. Morris, J. J. Enos, E. J. Brooks, P. G. McDonald, H. Church, M. Frost, W. F. McMahon, W. B. W. Cherry, A. G. Shelby, P. Forrest, J. Johnson, D. Rose, P. Townsend, W. Smith, W. Lewis, John O'Dea, E. Monroe, Polly Oatley, Chris Eaton, T. Pelkey, C. W. Jackson, L. Lewis, J. H. Hawley, J. H. Gardner, Walter Mar, G. Barton, E. N. Murphy, R. M. Diekey, D. R. Ker, R. Lowrie, J. A. Brown, W. E. Isbell. For intermediate points: Private Thorn, Private Brown, Selkirk; W. H. B. Lyon, Pat Coffee, Selkirk.

The Mary F. Graff departed for St. Michael on Saturday evening. Her passenger list was not large.

A member of the Anglian's crew is reported to have fallen overboard near Five Fingers on the trip in and been drowned. It is said he was startled by the sudden escape of steam and lost his balance thereby.

First Officer Blair, of the steamer St. Michael, reports that the steamer Pilgrim is still on the bar above Circle City, but that a crew of men have her on jacks and are trying to work her off on timbers.

The beautiful steamer Hannah, of the A. C. Co.'s fleet, arrived in port from St. Michael on Sunday morning with over 400 tons of goods. Captain James Newcomb, the genial master, reports that the ocean steamer St. Paul had arrived in St. Michael with 500 United States soldiers, who are to be located in detachments along the river on the American side, as heretofore described by the Nugget. The A. C. Co. have the contract for carrying the men up the river. The Hannah left for St. Michael again on Monday night.

The steamer Monarch, of the Columbia Navigation Company, returned on Monday from a trip to St. Michael, the journey up river being accomplished in 15 days. This boat was among the first to leave with stampedeers for Cape Nome, and she numbered among her passengers on the return trip several who went down on her, which speaks eloquently of the treatment they received aboard. The passengers up included Mr. and Mrs. Ed McConnell, Billy Ash, Charles H. Norris, J. T. Stevens, S. J. Wilson, G. A. Dinmore, Dan McLennan, G. W. Foss, J. B. Carter, E. T. Bartlett, Chris Lerna and B. A. Chilberg.

The Bonanza King sailed proudly into port on Monday noon after a quick passage from White Horse rapids. On board was a large passenger list, 32 tons of freight, 250 head of

sheep, 60 head of horses and 19 mules. The soundings aboard were John J. Doyle and J. H. Hewitt, while the newcomers of importance included R. M. Kleinschmidt, Miss Dollie Browning and Miss E. Bray are acquisitions to the Dawson stage. The other passengers were: E. Dangel, C. J. Quinlan, T. W. Walker, E. S. Strait, F. A. Backlis, G. McNichols, Mrs. Davis, Mrs. Dr. Stravis, Thomas Doyle, Miss F. French, Mrs. S. Saunders, Mrs. F. L. Sullivan, Gus Kiberg, Charles Norleiner, Ed Proulx, John Mitchell, Lieut. Adair, M. Dewitt, M. Robinson, C. H. Belmont, W. S. Hawley, E. C. Robinson, Captain James Carroll, James Goring, D. Stewart.

The Columbian arrived from the rapids on Monday with a large passenger list, including Judge Johnson and party of Sitka, Norman McCawley of White Horse rapids train fame, Mr. Peabody of the Alaska Steamship Co., and the following: A. McNeill, E. Dudley, W. F. Wolfenden, H. Schneider, E. Landgreen, C. Johnson, Mrs. E. K. Hill, J. Schoup, A. D. Evans, C. D. Chisholm, Jas. Crowley, T. Cahannon, Dr. J. S. McCue, A. J. Daly, G. Bethel, A. Elliott, E. L. Scott, Mrs. J. R. Barlow, John Lenox, W. McIntosh, M. A. Probst, Mrs. Peabody, Mr. Brown, Mrs. Hanly and child, Mr. Milne, Capt. Howard.

Pummeled by His Wife.

George W. Cornack, the discoverer of the Klondike, was the central figure in a sensational episode at Seattle on July 6. George and his Indian wife happened to be spending a few days in Seattle, and took quarters at a prominent hotel. On the day mentioned the clerk of the hotel heard a violent ringing of the bell from room 83 and sent a bellboy up to see what was the matter. The latter soon returned, breathless and white, with the statement that there was a scrap in the room. A policeman was summoned and the whole office force accompanied him upstairs. They heard sounds within room 83 that told only too plainly that a scene of violence was being enacted. Accordingly, they broke in and were just in time to rescue Mr. Cornack from a most dangerous predicament.

He was lying on the floor, with his muscular spouse on top of him and her fingers tightly gripping his throat; he would clearly have been choked had he not been rescued at the time he was. On his cheek was a long gash, evidently a cut, while his trousers were also rent.

Mrs. Cornack was only subdued with great difficulty, and she resented the interference of the intruders until she realized that she was in danger of arrest, upon which she became quiet. No cause for the assault is known definitely, though there was some interesting gossip about the hotel.

A Dangerous Combination.

Frank Hudson and Pearl Hull had an unfavorable experience with fire at their cabin on Second avenue Saturday forenoon. They were both asleep at 11 o'clock and Pearl was awakened by the crackling of flames. Her scream aroused Frank, who sprang to the walk and gave an alarm and then hurried back to the house. As he went inside the flames, which were not important at first, suddenly burst all over the room, enveloping the walls and ceiling. Pearl grabbed an armful of her best clothes, while Frank caught up his own and both then made a hasty exit. The fire boys hurried over and put a bucket brigade and began to lend a good hand. Together they made short work of the fire, but in that short time the furnishings were nearly all destroyed, so quickly did the flames progress. The supposed origin of the fire is a novel one. On the sill of the east window lay a bunch of matches, while beside it was a newspaper and just overhead a pair of bee curtains. A defect in the window glass concentrated the rays of the sun upon the matches and set them afire, the paper was ignited and the flames immediately spread to the curtains. The partially burned matches, the ashes, the newspaper and other circumstances are convincing evidences that the theory is the correct one.

Frank's new cabin on Third avenue was about completed at the time of the fire, and he moved into it once. Frank had his left ankle quite badly injured during the excitement.

Slave-Dealing in the Yukon.

The old adage that you must "go away from home to learn the news" is again exemplified, this time quite startlingly. We are earnestly assured by the Victoria Times of the 27th ult that slave dealing is going on in the Yukon all the time. In the following extract from the paper it gives an alleged instance, and it will probably not be necessary to explain to readers of the Nugget that there is not one word of truth in it:

According to late advices received from Dawson an interesting case came up in Judge Dugas' court at Dawson, the other day, which showed that practical slave-selling is carried on in the Yukon more or less all the time. Hermine Dupavey, a Belgian girl, stated that she had been brought under contract to the Klondike country. She testified that she was a native of Belgium and that a Frenchman who sent for her sold her to an American for \$500. The woman had undoubtedly been sold for shipment to the mining camps.

Out on Bail.

Owing to the persistence with which Pat Galvin looked after their interests, the remaining members of the Yukoner's crew were released from jail on Saturday. They included Captain Larén, Purser Cunningham, F. N. Jackson, E. J. Hickey and Herman Franz. The bail was reduced to \$500, which was furnished by Mr. Galvin, John Smith and Charles S. Rogers.

The Pioneer Drug Store has just got its winter stock. It's big and well assorted. E. Sheff, chemist.

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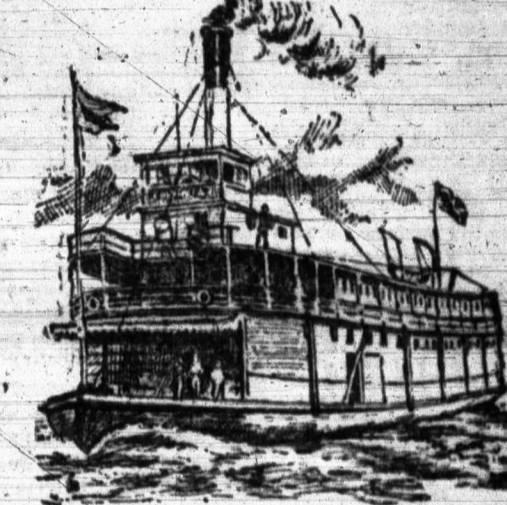
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