

Grand Forks at Bonanza-Eldorado

The Forks, which is a village of about 1000 inhabitants situated at the junction of Bonanza and Eldorado creeks, is fast becoming a distributing center for the mines in the surrounding creeks and hills. This place has principally been built up to its present size during the last six months. Its growth has been very fast, not only in the number of business houses recently erected, but also as a place for the miners to purchase their supplies, thus saving much time and inconvenience of making the hard and tiresome trip to Dawson.

The Forks is well supplied with grocery and general merchandise stores, having seven in all, the largest of which is the branch of the N. A. T. & T. Co.

Eight hotels serve the transient public for a place in which the weary "musher" may find comfort and rest, viz., the Dewey, Gold Hill, Aurora No. 4, Globe, Eldorado, Lamore, Abbott and Garvie. The town is well supplied with restaurants, 16 in all. Two butcher shops serve the public all the choicest cuts of Kansas and Missouri beef. The principal shop is owned by Fred Geisman, "mayor" of the town. Other business enterprises are represented with two clothing stores, three barber shops, five laundries, two newstands and confectioneries, one tailor shop, one tinshop, one dentist, three blacksmiths, one drug store and postoffice, one gents' furnishing goods store, three freight offices, three gambling rooms and one dance hall. Three doctors attend to the sick and those who are indisposed.

Three churches, viz., the Church of England, Presbyterian and Catholic hold regular services, and still no church bell rings out an appeal to the villagers.

A public school has been started recently which is most appreciated by the town and vicinity. The Forks is finely lighted with electric light which give it a modern appearance in many ways. A good telephone system is in operation between this place and Dawson and the different creeks stations, giving a service which is highly appreciated by the people. Two daily stage lines run between here and Dawson, each stage making two trips daily.

Since the growth of this town is so rapid, the place is sadly in need of a much better fire protection than now exists.

The town is not quiet, as are most suburban villages, for the whistle of the many steam mining plants keep up one continuous uproar, and not all the time harmonious to the ear of the peaceful citizen. These whistles and roar of machinery give the town an air of a manufacturing establishment instead of a quiet and peaceful mining camp.

How the Miner Lives.

It will be of interest to many people on the outside to know just what's demanded by the Klondike miner in the way of eating. Many labor under the impression that the customary food of the inhabitants of this country consists principally of bacon and beans, flapjacks and boiled rice with an occasional luxurious repast of evaporated, dessicated or dried potatoes, "put up specially for the Klondike." The following is a bill ordered by a mine operator for a working force of eight men covering a period of eight months, with the prices paid for the different commodities. This bill is confined to general grocery staples and does not include, for instance, fresh meats or fish, which are ordered for the men from the butcher as required, both costing from 50 cents to \$1 per pound:

DESCRIPTION.	PRICE.
20 Sacks Ogilvie Flour	\$120 00
20 " Port Costa Flour	115 00
500 Lbs. Bacon	175 00
200 Lbs. Hams	75 00
100 Lbs. Pickled Pork	35 00
200 " Salmon Bellies	55 00
2 Crates Codfish	18 00
2 " Balls	50 00
2 " Armour's Roast Beef	30 00
2 " P. & W.'s Roast Beef	30 00
2 " Roast Pork	36 00
2 " Pork Sausage Meat	30 00

1 " Can Sausage	15 00
3 " Frankfurter	45 00
4 " A. U. S. Mutton	60 00
2 " Lunch Tongue	27 00
1 " On Tongue	15 00
1 " Beef and Vegetables	48 00
250 Lbs. Beans	25 00
2 Crates Pigs' Feet	15 00
String Beans	10 00
100 Lbs. Peas	15 00
50 " Barley	9 00
300 " Rice	45 00
100 " Corn Meal	15 00
200 " Rolled Oats	32 00
50 " Rolled Wheat	7 50
1 Crate Twin Mush	20 00
10 Crates Eagle Milk	160 00
5 Cases St. Charles' Cream	75 00
150 Lbs. Apples	33 75
50 " Apricots	11 25
50 " Peaches	11 25
50 " Prunes	11 25
50 " Seeded Raisins	11 25
50 " Nectarines	11 25
50 " Currants	15 00
1 Crate Strawberries	13 50
1 " Pears	13 50
4 Kegs Saur Kraut	20 00
4 " Pickles	20 00
2 " Catsup	15 00
2 Qts. Evaporated Vinegar	2 50
1/2 Lb. Cayenne Pepper	1 00
1 Can Chili Capimas	5 00
5 Lb. Black Pepper	4 50
2 Tins Mustard	2 00
1/2 Lb. Allspice	75 00
1/2 " Cinnamon	75 00
2-128 Lb. Bbls. Pickled Butter	140 00
1,000 Lbs. Dg. Sugar	150 00
2 Cases German Sliced Potatoes	60 00
2 " Granulated Potatoes	42 00
4 " Sweet Potatoes	48 00
10 " Tomatoes	80 00
2 " String Beans	16 00
2 " Peas	16 00
2 " Succatash	16 00
200 Lbs. Fresh Potatoes	28 00
100 " Fresh Onions	15 00
128 " Coffee	77 00
50 " Tea	37 50
3 Cases Lard	40 50
1 " Turkey, Boneless	12 50
1 " Chicken	12 50
20 Lbs. Juliene	10 00
1 Case Assorted Jams	15 00
1 " Jellies	15 00
100 Lbs. Salt	10 00
20 Cases Adamantine	90 00
4 " Oil	48 00
1 Box Yeast Cakes	5 00
1 Cheese	9 00
1 Case Cocoa	12 00
1 Cheese	15 50
20 Lbs. Limburger Cheese	12 00
1 Case La Monte Eggs	62 50
1 " Laundry Soap	15 00
4 Boxes Macaroni	12 00
2 Crates Maple Syrup	34 00
5 Lbs. Soda	1 50

Full Amount of Bill..... \$2,783 50

Our Illustrations.

The designing and manufacture of the engravings in this issue of the Nugget are the work of Messrs. Efting

and Burrington, both of whom are skilled men in their line. The Nugget has the only engraving plant in Dawson. The quality of the work which it will produce is shown on the title page, as well as in the other illustrations and equal in every way to that done in the best dailies of the country. The cuts are made by etching on zinc, and both with respect to design and manufacture are first class in every particular.

Almost As Bad Now.

Some of the Nugget subscribers have been disappointed in not receiving their copies of the paper promptly. To all such we can only offer, as an excuse, the difficulty in locating cabins and places of business which everyone

who has attempted to find a particular person has experienced. Addresses are given out in Dawson are often misleading and indefinite. For instance, when the route carrier has to find "the cabin with the screen door," or "the slab tent with the two stove pipes," or "the cabin three doors south of where all the dogs are," he is very apt to travel some little distance before he finds all the people he is looking for. Subscribers are asked, therefore, to be considerate and before long everyone will receive his paper right on time.—Klondike Nugget, July 20, 1898.

Special Power of Attorney forms for sale at the Nugget office.

HOW WE RAN THE WHITE HORSE.

The following lines were written in honor of the "Ida Belle," the name of the boat which brought the original Nugget printing plant to Dawson.

Come listen now, my hearties, and a tale to you I'll tell
How we ran the White Horse Rapids in the good ship Ida Belle.
In length she lacked of two score feet, and her beam was less than ten,
But a stauncher craft has ne'er been seen, before nor yet, since then.
Her sides were low, and her cargo large, and full two feet she drew,
And the pilots shook their heads and said, "She never will go through."
For the White Horse stream is full of rocks, and many a sandy bar
Is waiting there to wreck her, for she draws too much by far.
She's too deep in the water to run those rapids, swift and white;
So take off half your cargo and then you'll run her through all right.
But the captain swore a good round oath, for a swearing man was he,
That ere that day was ended below those rapids we should be;
And not a pound from off that ship would we place upon the shore,
And we'd run the White Horse Rapids as they'd ne'er been run before.
So we decked our good ship over with canvas stout and true,
'Till she sat like a duck on the water all ready to go through.
Then we grasped our oars with ready hand, and the steersman took the sweep,
And we shoved her off, and down we rushed through that water swift and deep.
Straight as an arrow shot our boat right into the canyon's jaws,
And the water tossed her up and down like a mouse in a kitten's paws.
We bent to our oars with might and main, starboard, port and all.
And right and left we pulled her bow as the steersman gave the call.
Then round those cliffs so rugged our good boat came at last,
And we gave a shout right joyously for the canyon now was passed.
But the rapids still were roaring in the distance far below,
And we steered for them in a line as straight as the Ida Belle could go.
Now the rocks loomed up on every side and the water raged and tossed,
And it looked as though the boat and crew and cargo would be lost.
Then hard we tugged and bent at our oars and loud was the steersman's cry,
And fierce and savage glared those rocks as we swiftly passed them by.
On through that raging flood we rushed, as a bullet in its flight,
And now we poised on a huge wave's crest, and now we sank from sight.
Up and down like a cockle shell our good boat rose and fell,
And over her sides the water broke with each returning swell.
But every man, though drenched and chilled, stood bravely at his oar,
And the steersman's voice rang clear and loud above the rapids' roar.
And so with every muscle strained and every eye alert
We ran the White Horse Rapids with the Ida Belle unhurt.
Then here's to the craft so safe and staunch, and here's to the crew as well,
We're jolly good boys, and glad to say we lived this tale to tell,
And if you'll give three cheers for our boat, when you run those rapids through,
We'll try and be on hand and do the same good turn for you.
—The Klondike Nugget, June 16, '98.

North American Transportation & Trading Company

An Immense Mercantile Enterprise, Capitalized at 5,000,000 Dollars.

A description of Dawson and its commercial wealth would be incomplete without a description of the great interests of the North American Transportation & Trading Company. This concern is one of the pioneers of the district and has now enjoyed 8 years of activity in Alaska and the Yukon territory and represents a capital of \$5,000,000 invested in ocean steamers, riverboats, trading posts and the vast quantity of merchandise which is distributed over the great area in which it operates.

The magnificent steamer Roanoke is owned by the N. A. T. & T. Co. and plies during the season of navigation between Seattle and St. Michael loaded with N. A. T. & T. Co.'s freight. She has a passenger carrying capacity of 700. Owing to the immense business done by the concern other steamers are pressed into the service when the season is at its height. The freight being transferred at St. Michael to the magnificent fleet of river steamers flying that company's flag.

The steamer's arrival an immense cargo. The steamers Powers, Barr, Klondike and Hamilton are all built on about the same general plan and are 192 feet long, with a 32-foot beam, electric lighted and with a registered tonnage of 1000. They are equipped with powerful machinery and can make the trip from St. Michael to Dawson, against the strong current of the Yukon, in about 12 days. The other boats are but slightly inferior in carrying capacity. These boats were built in Seattle and shipped north in sections, where they

thoroughfare of Dawson, the term is entirely out of place.

It seems incredible that in this northern city of Dawson a magnificent department store could be maintained upon such proportions as that of this great company. Here in connected buildings are found everything demanded by the miner, the family or the trading concern, groceries in one great building, hardware in another, dry goods, gent's furnishings, furniture, crockery, etc., all in different departments, and each department an immense store in itself.

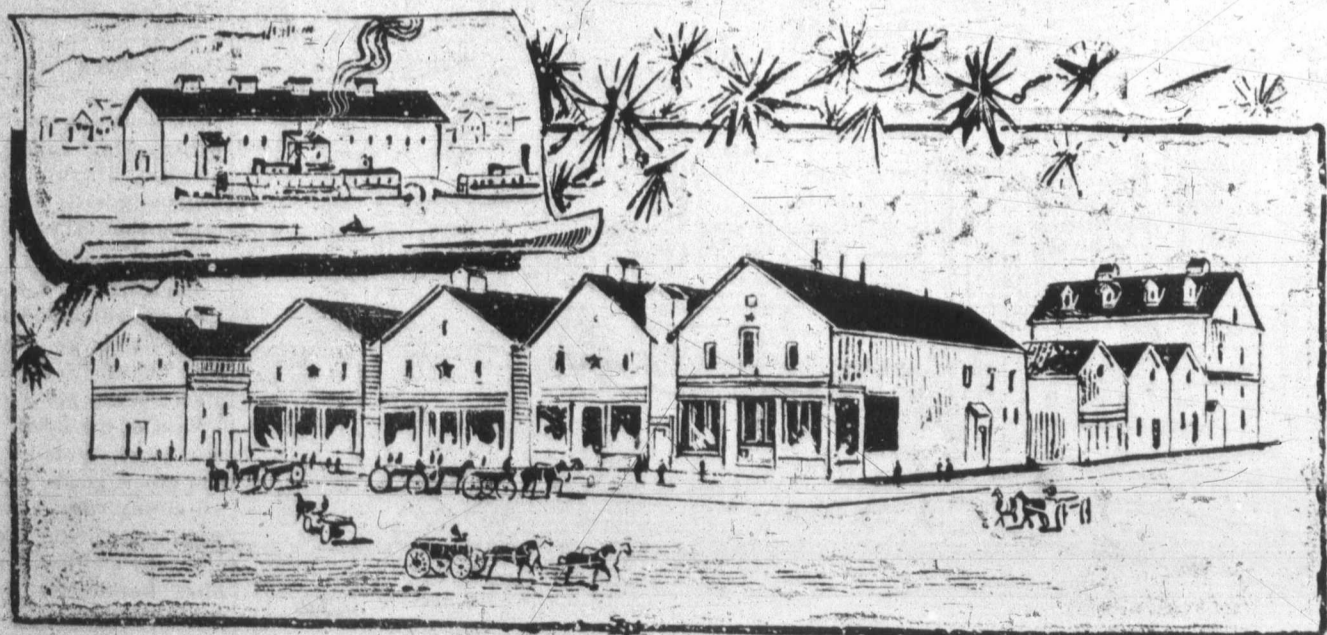
Co. and during the past season many steamer loads of coal were taken from it and forwarded to Dawson, where it finds a ready sale. The mine is located at Cliff creek, one and one-half miles from the Yukon, ten miles below Forty-mile and about 60 miles from Dawson. At the mine is operated the first railroad built in the Yukon territory, with complete rolling stock of coal cars and locomotives. The coal mine extends over an area of 1000 acres and with each year's working the coal increases in value as the tunnels and shafts penetrate further into the ground. The deepest shaft so far sunk is some 200 feet, with one tunnel 400 feet in and others from 175 to 350 feet. The exposed vein is eight feet thick and with the coal now accessible the mine cannot be worked out in 50 years. The following letter from the Canadian commission is self explanatory and is highly prized by the recipients, showing as it does the recognition of the company's efforts in developing this country:

Paris, Sept. 1, 1900.

North American Transportation and Trading Co., Dawson, Y. T.

Dear Sirs—I have much pleasure by order of the Canadian commission, to advise you that the international jury at the Paris universal exhibition has awarded the Dominion of Canada for a collective exhibit of minerals, of which your exhibit of coal formed an important part, a Grand Prix diploma, and you will be entitled to receive copy of the award. I beg to remain yours truly,
AUG. DUPRIE.

This great company was founded by John Cudahy and P. B. Weare, of Chicago, in 1892. The officers are: Michael Cudahy, president; W. H. Isom, vice-president, and R. B. Snowdon, secretary and treasurer. The Dawson management is in the hands of J. J. Delaney, who has been identified with the company for many years in positions of trust. Among the largest stockholders of the company are Mr. Cox, of the Canadian Bank of Commerce; Mr. Shaumessy, of the Canadian Pacific railroad, and Sir William Van Horn.



N. A. T. & T. CO'S STORES AND DOCK

tributed over the great area in which it operates.

In these years there has been a continual expansion of the company's interests and its fleets of ocean and river steamers have been improved and augmented so as to insure to the public safety and comfort as well as the highest possible efficiency in speed for the rapid delivery of the great tonnage carried to the different stations of the company.

These river boats are the John C. Barr, with a carrying capacity of 250 tons; John Cudahy, 400 tons; T. C. Power, 400; Chas. H. Hamilton, 350; P. B. Weare, 300; J. J. Healey, 300, and the steamer Klondike, 250 tons, a powerful boat used for towing the river steamers up the mouth of the river. There are also in the service of the company eight barges, which are towed, sometimes three at a time, loaded with general merchandise by one of the company's steamers, thus bringing to the great store of the company at one

were put together at St. Michael.

The posts of the company are as follows: Fort-Get-There, Alaska; Hamilton, Yukon river, Alaska; Weare, Yukon river, Alaska; Healy, Tanana, Alaska; Rampart City, Yukon river, Alaska; Circle City, Yukon river, Alaska; Fort Cudahy, Yukon territory; Dawson, Yukon territory.

The Dawson store has long passed that stage where it can be called a post, indeed, to those of us who are acquainted with the vast structures which embrace a full block on the main

A glance at the illustrations on this page will give an idea of the extent of the company's interests in this city.

An immense wharf is built on the river bank where the steamers from down river land their cargoes, which can be seen in this picture. Besides the great commercial operations of the N. A. T. & T. Co., the concern has large interests in mining properties all over this territory as well as at many points in Alaska.

The most successful coal mine in this country is owned by the N. A. T. & T.