

L. SLOSS ARRIVES IN DAWSON

Head of Big Navigation and Commercial Concern Defines Policy

Operating Expenses Will be Reduced—Capt. Hansen Will Go Below—Local Manager to be Selected.

Louis Sloss, head of the Northern Navigation Co. and the Northern Commercial Co., arrived last night in Dawson on the steamer of that name. He was seen by a Nugget representative this morning and gave the following interview in reference to the policy outlined for the future of the big company of which he is the leading factor:

"In the two companies, transportation and commercial," said Mr. Sloss, "we have a capitalization of \$10,000,000. Seven millions of this amount is embraced in commercial enterprises principally in Alaska and Yukon territories. It is, as has been already published, our intention to reduce greatly the cost of operation by the consolidation of the interests of the large commercial and transportation companies. You can readily see how that can be accomplished. For instance, when in a limited field of operation, like Rampart, there were formerly four companies, among which the trade was divided, N. A. T. & T. Co., S. Y. T. Co., T. & E. Co. and the A. C. Co. At Eagle and Fortymile, in fact at all points from Dawson to Nome the same conditions were existing which made it impossible for any one company to operate successfully. Shortages of certain staples were bound to occur as well as an overstock at different times, for each company would act independently in ordering their invoices for a year and the most disastrous results would follow. I believe that we can materially reduce the price to the consumer of many articles for which formerly extravagant prices were charged, but I do not wish to have it understood that prices will be cut. To put it tersely we wish to prevent discounting the future as has been the case in the past. The consolidation of interests are not alone confined to this city as we are represented in more places than I can barely recall easily, many of them immense distances from here."

When asked as to who would be the local manager of the big concern here, Mr. Sloss said:

"At present I will act in that capacity, but a local man will be appointed to the position. I will probably be able to announce our choice in a week or so."

"No," he answered to a query from the Nugget man, "the N. A. T. & T. Co. has not entered the commercial consolidation, at least not that I am aware of, although looking at it from my point of view, it would be to their interest to do so."

When asked what officers would constitute the management of the two large companies Mr. Sloss said:

"Capt. Hibbard is superintendent of navigation, M. L. Washburne is general superintendent of the commercial company. His office will be in San Francisco. He will leave in a few days for down river points and prepare affairs at the different stations for adjustment. I will follow him as soon as I can arrange affairs here."

"Capt. Hansen will take charge of the commercial company, including all the stations on the other side of the flats. His position is manager of the Western division of the Northern Navigation and Northern Commercial companies. He will have charge not only of our commercial interests in that district but will control the operations of all our fleet of ocean vessels."

This is the sixth year Mr. Sloss has visited this country, he arriving here long before Dawson was ever heard of and before the discovery of gold in the Klondike.

High Water.

After the recent rise and fall of the water in the Yukon it was thought by everyone that the high water had come and gone and that danger from the flood which had been freely predicted had passed. Yesterday and today, however, people are looking with a suspicious eye at the river and shaking their heads as if undecided what to think about the situation. The water in both the Yukon and Klondike rivers started rising last Saturday. The rise at first was very gradual and in fact almost imperceptible. It continued more rapidly until Tuesday when in 24 hours it rose ten inches and is still rising. The water has nearly reached the highest mark it did previously according to the record kept by Sergeant Major Tucker of the N. W. M. P. Yesterday it reached the 15-inch mark on the measuring post which he has put in front of the barracks, where Saturday morning the water was several inches on the other side of the post. The water is bringing down with it a large amount of driftwood and other debris which is picked up along the shore and on bars.

Tuesday night a large raft of logs which is anchored in front of the

due Mill was endangered by a large amount of driftwood which had floated down and became entangled in the logs and the pressure threatened to dislocate the raft from its mooring. A number of men were put to work clearing the drift away from the raft and after an hour's good hard work succeeded in getting the raft clear and saving it from destruction.

During the 24 hours from to yesterday morning until to this morning the water has risen ten inches. It now reaches the 25-inch mark on the stake in front of the barracks where yesterday it was only 15. There is lots of snow yet on the mountains and should the weather continue warm there is still some possibility of the water rising higher than the river bank.

the Anaconda and Rabbit's Foot—which are located in that vicinity, were recently bonded for \$125,000 and a 90 days' option was given on them with the specified understanding that a diamond drill should be put up and in operation within 30 days. Before Mr. Shindler left he says the drill was on the ground and that a large force of men were employed setting it up and getting it ready for prospecting purposes.

It is expected that at least \$50,000 will be expended in prospecting these claims as shafts 200 to 300 feet will be sunk. If the results are found to be satisfactory that will be a rich country.

Mr. Shindler is around shaking hands today with his many friends who are glad to see him back once more.

SHINDLER IS HERE

Returns on Flora From Extended Outside Visit.

Mr. D. A. Shindler the well known hardware man returned to Dawson this morning on the steamer Flora from a three months' trip to the outside world. Mr. Shindler visited all of the principal cities of Canada and the United States going as far east as Nova Scotia and Halifax. On his return he visited New York city, spent a day at the Pan-American exposition, went from there to Washington, D. C., passed through Chicago, St. Paul and all the larger cities in the States. He left his home in Oregon for Dawson bringing his family with him about the 15th of last month. Arriving at Whitehorse they found themselves just 24 hours too late for the steamer Bailey and for more than three weeks they were at Whitehorse waiting for the boats to run.

While at Whitehorse, Mr. Shindler took advantage of his stay to look over the prospects of the country.

Two of the numerous copper mines—

COUNTED HIM OUT

How a Bar Tender Convinced an Obstreperous Drunk.

The other morning a man very much under the influence of liquor went into George Butler's Pioneer saloon and asked for a "morning's morning." Seeing the condition of the man the bartender refused to sell him any liquor and told him to go home and sober up. The man then became very abusive in language and threatened ire punishment to the bartender. The bartender when he could stand the man's abuse no longer came from behind the bar to eject him from the building. The man still refusing to go and becoming more abusive in his language the bartender raised his arm and gave him a slap on the side of the face which sent the man to the floor, in a sitting position. The bartender then stood over him and taking out his watch counted 1, 2, 3, 4, 5, 6, 7, 8, 9, 10; "Now," he said, "you are knocked out. Don't you try to get up; you are out and out you must stay."

The man turned to him with a sur-

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TELEPHONE No. 1

prised and bewildered look, but made no attempt to get up. After waiting for a little time, scarcely knowing how to get out of his difficulty, he began sliding towards the door, first easily and gracefully then faster and faster until his retreat became a rout and he was jumping across the floor like a grasshopper. When he got outside the door he picked himself up and started down the street hurling curses at the bartender and everyone else.

Departed Today.

Major and Mrs. Z. T. Wood leave this afternoon on the steamer Dawson for Vancouver. Mrs. Wood, who is in very poor health, will remain in Vancouver where it is hoped she will quickly regain her strength. Major Wood, after seeing his wife safely to her destination will return to Dawson and resume his duties as commanding officer of the N. W. M. P.

Masonic Meeting.

A special meeting of the Masonic lodge is called for Thursday evening, June 20 at 8 o'clock at Masonic hall.

Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

We fit glasses. Pioneer drug store.

STEAMBOAT NEWS.

The steamer Flora, under the guiding hands of Capt. Martineau landed at her dock this morning at 3 o'clock making the phenomenally last trip of two days three hours from time of departure. The Flora left Whitehorse 40 hours after the Dawson and beat the sailing time of that boat by 33 hours between both terminals. Her detention at Whitehorse was caused by her being held from Sunday morning until 1 o'clock Tuesday awaiting inspection. The law reads that all boats shall be inspected once a year and as the Flora was inspected last July there was no necessity for holding her and her detention caused an unnecessary and unwarranted hardship not only to her owners but to the passengers. It is said that the latter raised such a howl at Whitehorse that her inspection was completed long before it otherwise would have been done as it was the general impression that the Flora was to be held purposely to allow other competing boats to get down the river a sufficient distance to guarantee their arrival in Dawson before the speedy little Flora.

The Canadian which left at the same time as the Flora was last heard of yesterday stuck in Thirtymile river. It is understood that she is now off the bar but will not get in before the Flora leaves on her return trip.

This news will be received with a disappointment by the general public as it was hoped that this year would not witness a repetition of last season's mishaps and that the boats of the big company would be able to sail on a somewhat regular itinerary.

It is feared that the big boats like the Canadian, Columbian, Yukoner, and other deep vessels operated by the big company will find it extremely difficult to navigate the upper waters of the Yukon this season. Some of the best men formerly with the Canadian Development Co. are now engaged by other lines, consequently all manner of unlooked for delays may occur.

Following is the list of passengers carried by the Flora:

Mrs. C. Murphy, Frank Murphy, Henry Severance, Mr. Hodges, Mrs. M. E. Hodges, C. Hodges, W. T. Carter, W. F. Green, N. Birmerland, P. H. McGrath, Mrs. McGrath, Joseph de la Roerte, Mrs. de la Roerte, E. H. Wood, Fred Kummweller, Mr. Kummweller, J. McKay, R. Marks, H. H. Johnson, H. McGraw, B. Marchise, E. A. Slatter, M. Ryne, A. Lopfrne, Geo. Ness, Father de la Molle, Chas. Johnson, W. A. Callaghan, Wm. Figgitt,

W. H. Marks, C. Gilles, F. Clement, John Baker, Mrs. C. Zalk and child, Mrs. R. Hotchins, Lizzie Hotchins, Mrs. C. H. Bourley, H. Neuman, J. Pilleskey, D. A. Shindler, Mrs. D. A. Shindler, Geo. Oliver, Mrs. A. Zitowman, Wm. Holden, H. Howard, T. G. Mitchell, Mrs. T. A. Gandolfo.

The new boat Dawson of the big company arrived last night with but few passengers. She is a handsome and capacious craft, built specially as a heavy carrier of freight and with but few state rooms, the same being all built forward to help equalize the weight of her machinery in the stern.

The following notice is posted in her cabin which has evidently been placed there as a means of amusing the traveling public on the tedious journey down stream. Steamboat men are wondering what it is all about and are wondering if the card is a sample of the erudition of its author:

"The British-Yukon Navigation Co., Ltd. Reward.—Fifty dollars will be paid to anyone giving information that will lead to the conviction of any person selling the ship's cargo, and also on proof that anyone travels on the steamer or obtains meals or berth without a ticket issued through a ticket office or purser. H. DARLING, General Manager."

The freight consigned on this boat consisted of 125 tons of U. S. government stores, the first shipment of 200 tons to be sent to the different posts of Uncle Sam down the river. This consignment is all for Fort Gibbon.

The following passengers came in her: J. A. McAuley, S. Sutherland, W. Sutherland, T. H. Alice, F. Douglas, T. E. Fell, H. C. Howard, G. C. Chambers, A. Hoover, W. A. Ryan, L. Levy, L. Sloss, Washburne, W. Cook, A. Barker, H. Olsen.

Police Court.

Louis Debege appeared in the police court this morning with a large piece of court-plaster over his right eye, his handkerchief covered with blood and showing other evidences of being subjected to ill treatment. Samuel Hourie was also in the court on a complaint sworn out by Debege charging him with assault. Magistrate Wroughton occupied the bench and when the facts of the case were stated to him by Hourie, who plead guilty to the charge, the magistrate gave Hourie the option of paying \$5 and costs or of remaining a guest of the guardroom for 10 days. Hourie decided to pay instead of staying.

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

S. ARCHIBALD

HAS PURCHASED THE ENTIRE STOCK OF THE

T. & E. CO.

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ROCK BOTTOM PRICES.

The Above Goods Will be Sold from the T. & E. Co.'s Store on First Avenue And Must be Closed out by July 1st.

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JOBBERS IN SHEET METAL, BAR IRON and PICK STEEL.

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With the Arrival of the First Boats

We Will Receive a Heavy Consignment of

Boilers, Hoists and Engines

10, 12 and 20 Horse Power

Vertical and Horizontal Engines ALL SIZES

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