

REGARDING AUTOMOBILES

Destined to Become Factors in Wars of the Future.

Military Automobiles Will Be Much Used Instead of Cavalry Horses.

One of the most important features of the recent maneuvers was the extensive use of automobiles to which a thorough test was given, as noted heretofore. The officials took nothing for granted, but put them all to a thorough test, with the most satisfactory results. As is well known, the question of the uses of automobiles in military operations is one which now occupies the mind of all military authorities. To France must be given the credit of having first taken up the matter seriously, and for having brought it within range of practice. The good work done in the maneuvers was the result of years of experimenting, and therefore it was possible to employ several kinds of automobiles, each one well adapted to the use to which it was put.

Military automobiles can be put in one of three classes:

1.—For carrying passengers.
2.—For the transportation of light material.

3.—Traction automobiles for the conveyance of heavy material. Those of the first class resemble closely the automobiles used by private individuals. They include Dion-tricycles, which are employed by the general staff for the rapid transmission of orders and dispatches. These tricycles are painted a dull gray, that being the color most difficult to distinguish at a distance. More than 20 of this pattern were employed during the maneuvers under Gen. Brugere. The Decamille carriage for three persons is used for carrying officers. An omnibus seating eight, made by Panhard & Levasor, was also used. An express automobile, manufactured by Mors company, with seats for four, ran at the rate of 37 1/2 miles an hour. Five of these were used. The general automobile carriage was manufactured by the Pengot company. It is a coupe of special form, with an eight-horse power motor, and makes nearly 20 miles an hour. It seats five besides the chauffeur. In front are two seats for a mechanic and an orderly. In the middle is the general's coupe proper, for himself and staff, furnished with wardrobe, bureau and two lamps. At the back there is an apartment for two members of the staff, with a little table, a lamp, hooks for swords, etc.

Among those for transportation of material is a surgery automobile, which is practically a miniature hospital. The seat is for the driver and two hospital aides. The partition can be opened, and inside is packed a folded operation table and necessities. The center of the car is divided into a dozen compartments, each one of which contains a case of medicines. On the top of the carriage are two big cases containing surgical instruments and the larger articles required. Behind is a room for two doctors, furnished with a lamp, table, hooks, etc. Under each seat is a reservoir of six and a half gallons of water. At one side of the door, at the back, there is a small cupboard, containing a sterilizer, from which water can at any moment be procured. At the other side of the door a ladder is fixed, by means of which one can climb on the roof, where the stretchers, etc., are kept. A folded tent is so arranged that when it is open it can be used as operating or consulting room, one side of which is formed by the back of the carriage itself. This automobile, which is also painted gray, has a motor of ten-horse power, and travels at the rate of from two and one-half to ten miles an hour.

The postal automobile has a speed of from four and one-half to 17 1/2 miles. The telegraph van has a petroleum motor. Its maximum speed is 17 1/2 miles. The telegraph automobile can travel 20 miles an hour, and is very ingeniously constructed. Behind the front seat is a movable partition. When the partition is raised the operators, sitting in front, turn around to the apparatus. At the same time two electricians at the back establish communication with the wires.

The third class comprises those used for the transportation of heavy artillery, regimental baggage, bridge materials, etc. They are really very powerful traction engines of moderate speed. The Scottie engine drew siege cannon weighing 50 tons up slopes of 20 in 100. They will run 45 miles without having to coke. As for the price, they cost less than horses, and

the repairs do not cost so much as relays of horses. The coke costs about one-quarter the amount of horse feed and does not take up one-twentieth of the room.

Deserving of particular notice is the Renault automobile, with signaling apparatus, which was tested for the first time at the maneuvers. It is an ordinary automobile, with petroleum motor of three horse power. In the rear is a dynamo, operated directly from the motor. The axle of the auto is broken by a slip joint, and can be replaced in a moment by the axle of the dynamo. This dynamo operates a projector, which formed of an arc lamp with horizontal carbons and a crystal mirror of parabolic form. The stand and support of the projector are of aluminum, for the sake of lightness, with several lengths of wire, which makes it possible to operate the projector at some distance from the auto. A table, with indicating instruments, is stowed in front of the auto. Experiments showed that it was possible to read a newspaper in the light thrown at a distance of two and one-half miles from the instrument.—Ex.

Glacial Phenomena.

In an article on "Recent Progress in Geology," by Prof. Lawson of the University of California, in the International Monthly, he says:

"A close study of glacial phenomena has been one of the characteristics features of geological research of the past decade, and important results of a general kind have been reached. The explorations of the officers of the Canadian geological survey in the far north, the work of Dawson, Tyrrell, McConnell and Low, have given us very valuable information for regions where field observations are of prime importance for any general theory of the distribution and movement of the ice of the glacial epoch. As a result of these explorations it seems now well settled that the old idea of a polar ice cap and even its successor, the single continental ice sheet, must give way to the conception of several centers of dispersion, of which the Greenland ice sheet of the present time is a type and living illustration. The absence of glacial phenomena in northern Alaska, the occurrence of glacial drift from the south at the mouth of the Mackenzie river, of drift from the west on the west side of Hudson bay, and from the east on the east side, the non-glaciation of a long belt to the east of the Canadian Rockies, these and other facts of a similar order have led the Canadian geologists to a recognition of at least three distinct centers of dispersion of the ice of glacial time. They are named the Cordilleran, the Keewatin, and the Labradorian glaciers, the names indicating the regions from which the ice flowed in all directions. Not only were these three great glaciers distinct from one another geographically, but, according to Tyrrell, they were not strictly synchronous. This energetic explorer and writer cites evidence to show that the more westerly or Cordilleran glacier had greatly shrunken and perhaps had almost disappeared before the Keewatin glacier had attained its maximum development, and that the latter was in turn, on its decline at the time of the maximum extension of the Labradorian glacier. It cannot as yet, however, be claimed that the succession of these great glaciers in time sufficiently well established to merit unqualified acceptance, and it will require an extended and severely critical study of the regions of confluence of these great ice sheets to properly test Tyrrell's hypothesis."

Bowling Tournament.

Three ten-game matches were played at the Reception bowling alley Friday night, the contesting teams being Pozzie and Magill vs. Rainbow and Harwood, the latter winning by a total score of 1012 to 2000.

The individual score for the thirty games was: Pozzie 1032, Magill 968, Rainbow 1026, Harwood 986.

The next match will be played tonight, the contesting teams being Swartz and Hall vs. Allen and Hemen.

Notice.

Will the party who, by mistake, took the wrong pair of arctic overshoes at the St. Andrew's ball Friday night kindly return same to the Nugget office and oblige.

No creosote in coal. It's safer as well as cheaper. It's also handier. These and its other virtues will prove themselves on trial. Phone 94. N. A. T. & T. Co.

Flashlight powder at Goetzman's.

Goetzman makes the crack photos of dog teams.

Mumm's, Pomeroy or Perinet champagnes \$5 per bottle at the Regina Club hotel.

Films of all kinds at Goetzman's.

Shoff, the Dawson Dog Doctor, Pioneer Drug Store.

Diamond mounting by Soggs & Vesco.

CREEK NOTES.

The Elby, gave another of its big dances last Wednesday evening, a number of ladies from Dawson being present.

Lee & Co., of King Solomon's Hill gave a Thanksgiving dinner to their employees and friends. Mr. and Mrs. Calligan, of Dawson, were among the guests.

Mr. and Mrs. Mills, who own the big restaurant on King Solomon's Hill, prepared a big dinner for all the bachelors on the hill. Numerous invitations were issued, and the old sour doughs had a "hi-yu" time.

Donald McKinnon, discoverer of the conglomerate on Indian river, to which there was such a big stampede last summer, sold a three-quarter interest to an English syndicate for \$15,000 cash.

Last Wednesday evening Mr. C. D. Blodgett had one of his five pups killed by a wolverine. The following morning the animal was tracked up Queen gulch at 22 below Bonanza.

Mr. C. F. Smith has severed his connection with the Magnet roadhouse, and will leave for the outside in a few days. Mr. Smith has made many friends and his genial countenance will be missed at this popular resort.

The Anglo-KlonDIke Co., of Fox gulch, under the able management of Mr. Hugh Packwood, is making extensive preparations for getting water to the gulch for next spring. Three and one-half miles of ditch is now constructed, and 1400 feet of 12-inch pipe will be used to carry the water into Fox gulch.

A masquerade ball was given at the Raymond hotel at Grand Forks last Thursday evening which was largely attended. Many of the guests were masked and some very fine costumes exhibited. Those present were: Mesdames Protzman, Fowells, Raymond, Kline, Van Buskirk, Kline, Reily, Crouse, Green, McDowell; Misses Langset, Johnson, Baxter, Ruthstrum, Doring; Messrs. Hall, Hickey, McDowell, Hamil, Bjewenmark, Van Buskirk, Dennis, J. Herron, Flannagan, Ward, Green, Berggreen, Main, B. Johnson, Wanceowen, Say, Birmston, Nordhal, B. E. Johnson, T. S. Herron, Pearson, Gorst, Sugrue, Leroy, T. Herbert, W. Herbert, Collins, Fletcher, Jones, Edwards and Lum.

America's Great Opportunity.

In this practical world there is nothing quite so great as a great opportunity.

During the past twelve months much has occurred in England. More than 200,000 troops, the flower of British manhood, have been chasing Boers in South Africa, and have been causing the government to spend millions of dollars a day, and to lay the hand of taxation heavily upon the people. With the absence of part of England's working force and with the presence of the financial problem, the sharp-witted American saw his chance. This has happened not only in regard to the transportation problem in London, not only in respect to the charters for trolley lines in the other cities of England, Scotland and Wales, but also in respect to the building of large industries on American plans and the profitable employment of American capital.

England made millions out of our civil war and did not lose anything in our war with Spain. Now it is the turn of the United States.

In round numbers, we are now sending from our shores \$4,000,000 worth of exports every day. Of this over \$1,000,000 per day is in manufactured goods.

Take the increase by decades. The figures given are quoted from a statement from the treasury department: "In 1860 the exports of manufacturers averaged three and one-half millions per month; in 1870 they were a little over five millions per month; in 1880 they were less than ten millions per month; in 1890 they were twelve and one-half millions per month; in 1899 they were twenty-eight millions per month, and in the fiscal year 1900, thirty-six million dollars per month." More than three-fourths of these exports go to Europe.

In big things this country leads so markedly that sometimes it hardly seems that it has any competition. In wealth it is at least 25 per cent a head of any other nation. In coal and other resources it has a paramountcy—to borrow a word from our current politics—which towers beautifully. In the annual products of its manufactured industries it is nearly 50 per cent ahead.—Saturday Evening Post.

A Splendid Feature.

The flashlight picture of St. Andrew's ball by Goetzman has turned out most successfully, and it is the largest and best picture ever taken in Dawson of a public gathering. Twenty-five dollars' worth of powder was used in obtaining the negative. Pictures can be obtained at the photograph gallery on Second street, near the corner of First avenue.

A new and large jewelry store now occupied by Lindeman; Monte Carlo building.

Private dining rooms at The Holborn.

Fine watch repairing by Soggs & Vesco.

Any kind of wine \$5 per bottle at the Regina Club hotel.

Save Money Save Time.. Save Labor.



By Using N. A. T. & T. Co.'s

COAL

No creosote to destroy the pipes and endanger the building.

Used after comparative tests by

The Dawson Fire Department

and all large consumers.

Delivered in Any Quantity.

N. A. T. & T. Co.

400 CASES 400

Four Hundred Cases

G. H. Mumms' Champagne. \$80.00 per Case.

ONE OR ONE HUNDRED CASE LOTS.

Aurora No. 1
Aurora No. 2

TOM CHISHOLM or
HARRY EDWARDS.

"White Pass and Yukon Route."

A Daily Train Each Way Between
Whitehorse and Skagway

COMFORTABLE UPHOLSTERED COACHES

NORTH—Leave Skagway daily, except Sundays, 8:30 a. m., 12:15 a. m. Arrive at Whitehorse, 5:15 p. m.
SOUTH—Leave Whitehorse daily, except Sundays, 8:00 a. m., 1:25 p. m. Arrive at Skagway, 4:40 p. m.

E. C. HAWKINS,
General Manager

S. M. IRWIN,
Traffic Manager

J. H. ROGERS,
Agent

You Fellows From the Creek

Want to drop in and see us when you come to town.

You know you were always welcome to sit on the counter and whittle in '97 times, and it's just the same old place now.

You can sit on the steam pipes and shoot out the electric lights; and be perfectly at home as of yore.

Incidentally we can swap yarns about how much cheaper goods are, and possibly fit you out for the season for about what you used to pay for a sack of flour.

Don't forget the Old Trading Post

Alaska Commercial COMPANY



The Well Dressed Man

Is not satisfied with shoddy, hand-me-down garments. He has his clothing made to fit. I can honestly claim to have the finest assortment of tailoring cloths and materials ever coming to Dawson. See My Assortment at the New Store.

GEO. BREWITT,

MERCHANT TAILOR
OPP. BRICK BLK. ON 2ND AVE.

One Hundred Dollars Reward!

For information leading to the arrest of the party or parties who feloniously broke into the warehouse situated on the corner of Third Avenue and Harper Street, and maliciously flooded the premises. The event occurred Monday last about 5:30 p. m.

\$100.00

D. A. MATHESON,
McLennan-McFeeley Co.'s Building.

STEAM HOSE, STEAM PIPE

Injectors, Ejectors, Steam Gauges, Valves, Whistles, Malleable Fittings, Cable, Cable Sheaves, Lubricators, Packing, Etc.

at the DAWSON HARDWARE COMPANY

.....Blasting and Giant Powder, Caps and Fuse in Stock.