

## Dawson Now

## Traffic Temporarily Suspended Until Ice on Rivers Be-

### Names of Those Who Were Drowned at White

According to news received by the steamer Danube yesterday Dawson is now pretty well isolated from the outside world and few people may be expected to arrive from the Northern interior.

become firm. The Danube, as expected, brought down a large number of transportation people, including Capt. J. H. McLean and Capt. J. Lee of the Flyer line of steamers. Capt. F. Harper, who had charge of the first contingent of Northwest Mounted Police taken to

years in Dawson. Other arrivals were J. K. Devlin, at one time agent for the Great Northern Railway Company in this city; Dr. H. E. Young, of Nanaimo, who is just out from Atlin; John Maher, of Nanaimo; V. D. Bannerman, S. J. Potts, Mrs. Meyers and Misses Gertrude and Stella Meyers and C. E. Conner.

Through the arrival of the Danube it is learned that the two men previously reported to have lost their lives at White Horse were named Robert Laidlaw and Mr. Robinson. The former comes from Auburn, Wash., and was a packer on the Skagway trail. He was last seen

tober 15 but how he come to meet his death can only be surmised. Robinson lost his life by being too rash. He was a young Englishman, impatient about reaching Dawson before navigation closed. He took upon himself the responsibility of navigating the river one day and getting lost, and finally

Still another drowning accident occurred on the Stikine 16 miles below Glenora, where A. D. Stanfield, of Wrangell, was drowned on October 12 through the

Victoria, returned to Wrangel a week ago on Monday last after an absence of seven weeks. Mr. Irvine has been in the Dease Lake district looking up hydraulic property in the interests of a London (Eng.) syndicate, and reports favorably on that country, both for placer and quartz.

It was then quite cold, he says, and work on the creeks, except that which will be carried on all winter, has ceased. People likewise, who do not intend staying in the country for the winter—and a comparatively few will—are leaving rapidly for the outside.

**Naval Authorities of the United States  
Making Experiments in Its  
Application.**

New York, Oct. 27.—The navy department on Thursday began a series of ex-

termining its practicability for general use for naval purposes on sea and land. The experiments will extend over a period of several days, and the results in detail will be set forth in a report to be submitted to the bureau of equipment by a board of naval experts, which has been appointed specially for this purpose.

to determine the practicability of using the system of short signaling while squadrons are at sea. Marconi's system, if it does all that is claimed, would be of immense advantage in this work. The afternoon experiments consisted of six tests.

The first test was the sending the con-

a single error, at the rate of eleven words a minute. This is a little over half the average speed maintained on the ordinary instrument. Signor Marconi explained that this speed could be greatly increased, and in fact the instruments during the yacht races had transmitted sixteen

...ing signals, which were ticked off with a little more rapidly than the previous message. Test No. 3 was the sending of a series of letters written, drawn at random. The fourth test was the sending of a series of short messages. The fifth and sixth were the transmitting of a series of code messages. These were enough

absolutely of meaning. There were one or two errors discovered in these tests, but Signor Marconi explained that these, as well as the speed, were purely tests of the ability of the operator.

The New York and Massachusetts, on which the tests were carried out, will leave to day for Italy.

Marconi will have an instrument and assistant at Sandy Hook. It will be determined just how far the instruments will carry between vessels and the shore. The inventor claims that his instruments as now constructed will operate successfully thirty miles apart. If this proves to be

One feature of the test will be the firing of the guns of the warships while the messages are being sent, to determine the usefulness of the system during an engagement.

The navy department continues its test of the Marconi system of wireless telegraphy to-day. The demonstrations are being made on the flagship New York and the battleship Massachusetts, in the North river, off the foot of Thirty-fourth street.

Code messages, using both the navy and the International Morse codes, were sent, and numbers and letters selected at random. The largest continuous message was a newspaper article of 200 words. In all there were six demonstrations, and the work continued with intervals of preparation for about two hours.

... as the navy department was more particular as to the accuracy.