

NEW RECORD ESTABLISHED

Passengers Arrive on the Tyrrell

Five Days and Eight Hours Out From Vancouver—Leon and Barge Arrive.

A new record was established today from Puget sound to Dawson, the first claim being made by the Columbian which arrived at 10:30 with passengers from the Princess May 5 days and 10 hours out from Vancouver. No sooner had the record been posted on the bulletin board than the Tyrrell put up notice of a "newer record." The latter also brought passengers from the Princess May and as she arrived at 8:30 this morning she claims a record of 5 days and 8 hours. She brought a small quantity of freight and eight passengers, including the following: J. W. Wood, Miss Wood, P. Parrott, Mr. and Mrs. Wm. Black, Miss Black, Mr. Charles Black and W. McAulay. The Tyrrell leaves tomorrow for Cliff Creek for a cargo of coal.

The palatial steamer Thistle is taking the kinks out of her machinery this afternoon preparatory to making her maiden voyage to Whitehorse tonight. The Thistle is a queen of the upper river fleet and is sure to become one of the most popular boats on the run.

The Whitehorse left Saturday afternoon at 4 o'clock with the following passengers: W. E. Miller, A. H. Cook, Vic. de Clinchamp, Harry de Wendt, George Harding, Stepan Rastoyourgeff, Jacob Peel, W. H. Tillman, H. Lashier, John Barrett, Mrs. Repath, S. B. Reynolds, H. Lindig, J. Atkins, D. Bonner and T. Piers.

The Bonanza King which left for Whitehorse Saturday night at midnight had the following passengers berthed: Edward Barwick, D. C. Brownell, R. Fortier, A. K. McClair, R. Gunn, J. Harper, S. A. Johnson, E. McWilliams, F. Beaton, Jas. Qualey, L. Siverson, K. Larsen and Peter Christiansen.

The Selkirk arrived yesterday forenoon at 10 o'clock with a heavy cargo and the following passengers, among whom was Mr. W. S. Lytle, traveling auditor of the White Pass, who is engaged today in checking up this station: A. McBride, Mrs. A. McBride, Mrs. M. Lagerquest, Mrs. Nelson, W. E. H. Cameron, J. G. Broberg, J. P. Schoeser, J. Peishner, H. T. Wills, J. Dow, B. Clay, Mrs. H. C. Brown, Powell Clay, T. Harrison, A. McLean, W. S. Lytle, Chas. H. Smith, J. J. Davis, J. R. Grenow, H. Chatterton, J. Piper, J. Carter and G. Bluth. The Selkirk returned up river this afternoon at 4.

The N. C. steamer Leon with a barge in tow containing 550 tons of freight arrived yesterday forenoon at 11 o'clock, 21 days out from St. Michael. The lower river port was left June 30 at 9:45 in the morning and only one tide was lost in making the entrance to the river. Purser Garrick reports the trip up as being uneventful. The fires which for several days have devastated the woodyards and standing timber on the lower river have all been extinguished save at Greyling, a small station below Nulato. At that point it is under control and will soon die out of its own accord. The Leon brought about 20 passengers, all local. She leaves Wednesday morning at 10 o'clock for lower river points at reduced rates, passage for St. Michael selling at \$50 and \$30. The regular fare is \$70 and \$50.

Neither the Louise nor the Isom, both heavily laden, have reported at Eagle. They are expected at any moment.

The Nugget's stock of job printing materials is the best that ever came to Dawson.

DETAILS OF HIS ILLNESS

Full Particulars of the Stroke of Paralysis

From Which Commissioner Ross is Now Suffering at Whitehorse.

With the arrival of the Columbian this morning the first details of the lamentable illness which has stricken Commissioner Ross were received, the Columbian being the steamer upon which the commissioner and his little son James had taken passage for Whitehorse. The trip was being hurriedly made and as no attendant was accompanying the governor when he was taken with the illness which has so distressed his many friends throughout the territory, it fell to the crew of the steamer to render every possible assistance that would tend to alleviate his sufferings. G. Tribe, steward of the Columbian, was constant in his attendance and gives the following account of how the attack came on and what happened subsequently:

"We left Dawson Sunday afternoon and the first four days out the governor seemed in his usual good health, cheery, good natured and apparently in good spirits. The first intimation I had that he was not feeling well was on Thursday afternoon about 3 o'clock when we were a short distance above Little Salmon. I was passing along the gangway and the governor was sitting in his stateroom. As I passed his doorway, which was open, I noticed him sitting in a chair with his head in his hand as though meditating. He said nothing, but about 4 o'clock he complained of pains in his stomach which he said he thought were caused from indigestion, and asked for an emetic. I prepared him a warm drink of mustard water which he took but as it failed to have the desired effect in probably twenty minutes he asked for another, which was also taken. The second dose caused vomiting and a few moments afterward he said he wished to lie down. Several of us assisted in undressing him and from the time he was put to bed he seemed to steadily grow worse every moment. Within the next two hours I was out and in his stateroom probably a dozen times and at 6 o'clock the paralytic stroke had become so pronounced he had lost all consciousness. Later he partially regained it but was unable to talk. The muscles of his throat seemed paralyzed. He could produce sounds but could not articulate. The fore part of the night he was quite flighty, he at one time imagining I was a physician as he muttered 'doctor' as I stepped to the door. All during the night his rest was much broken, dozing at times which would be followed by semi-lucid intervals. There was no physician aboard though there was a German gentleman who had taken a medical course but had not received his diploma. He gave us all the assistance he could and remained with the commissioner all night.

"In the morning the patient seemed a little better and fully realized that his condition was serious. He still was unable to speak but could understand all we said to him. When asked if he were in pain he pointed to his side. While I was standing there wondering what it would be possible to do for him, his little son Jimmie came in and it would have melted a heart of stone to have seen the stricken man endeavor to caress the boy with his palsied arm. He could move it slightly but not enough to place his hand on his son's head and with a great effort he reached across with his uninjured arm and patted him most affectionately. He could not speak but the look of tenderness that he bent upon his son was more expressive than words could possibly have been.

"At 11 o'clock Friday morning I

again went to his room and asked him if he wanted anything. He pointed to the water bottle and I gave him a cool drink which he seemed to relish very much. I then sponged his face and hands and he made a motion for me to brush his hair, which I did. We arrived at Whitehorse at 12:15 Friday. Major Snyder was on hand to meet the governor though he did not know the calamity that had befallen him. Upon being informed of his condition the major at once sent for Dr. Pare, the police surgeon, who upon his arrival had Dr. Nicholson called in consultation. After making an examination the governor was dressed and seemed much better. In fact, he wanted to walk off the boat without assistance. He tried to walk but only made one step when he would have fallen had not assistance been at hand. He had no use whatever of his left leg or side and was still unable to articulate; could only mumble. A stretcher was placed outside the cabin door and upon it he was carried to the residence of Major Snyder where he now is.

"We left Whitehorse on the present trip Saturday evening at 9:30 and just before we pulled out I saw the sergeant major who informed me the governor's condition at that time was about the same. Last night at Selkirk I inquired but could get no reply. During the trip up the governor spent much of his time in the wheelhouse and seemed in the best of health to within a few minutes of the time he was stricken down."

Purser Johnson, of the Columbian, repudiates the inhuman charge contained in yesterday morning's Sun in reference to the officers of the boat not wiring for a physician as soon as the condition of the commissioner became known. The nearest station at the time was Hootalinqua and the moment the boat arrived there the operator was notified and requested to wire Whitehorse for a doctor to meet the Columbian on a steamer then about to leave for down river points. The operator it appears neglected his duty; at any rate the message was never received at Whitehorse.

Lionizing Anderson
Jack Anderson is over \$200 better off than he was when he met Harry Tracy in the woods near the Johnson home at Port Madison. Anderson has been lionized in Seattle since his escape from the outlaws clutches. He received an offer of \$50 per week from a man in Spokane who wanted to exhibit him. Anderson, who is a well-meaning Russian-Finn, has no particular liking for notoriety, however, and would not accept the offer. With a big bunch of jingling gold twenties in his pocket, aggregating a sum greater than he probably ever had before, Anderson left for his home with the Johnson family at Port Madison.

At Renton Tuesday night, after Mrs. Jerrells had released him Anderson was brought to the town by a deputy sheriff. A saloon man, it is reported, paid Anderson \$10 to make his place his headquarters and tried by an additional offer of \$10 to get him to stay throughout the night. The place was crowded during Anderson's stay and the proprietor got his money back several times over. Wednesday Anderson came to the Times office and was on exhibition before an immense gathering—Seattle Times.

Would be a Short Line
Santa Fe, N. M., July 11.—A large surveying party is in the field for the Cimarron & Taos Valley railroad, making a survey for a line from Taos to Ojo Caliente, and from the latter point northwest into the Canyon Largo, striking the mouth of the canyon on the San Juan river, thence west along the river to Farmington, and through Arizona to California, San Diego being the objective point. A road built along the proposed survey would be the nearest trans-continental line by 150 miles, and would pass through a good timber, coal, mineral and live stock country.

Beyond a Doubt

as well as sections of the richest fruit and agricultural land in the southwest.

Slavin's Benefit.
The Auditorium was packed Saturday night, the occasion being a benefit to Frank P. Slavin, the veteran pugilist of the Yukon. Good entertainment was provided and Frank was given a hearty send-off on his final retiring from the ring.

Confessed Judgment.
C. C. Grimes of Gold Run this morning in Magistrate Wronson's court confessed judgment in favor of two laborers in amounts of \$68 and \$72 and was given ten days in which to pay the money into court.

Will Play Tonight
At 7 o'clock tonight the Yukons and Dawsons will line-up for a game of baseball on the barrack's grounds. Good sport is promised the bleachers.

Job Printing at Nugget office.
Accident to Illinois
Christiania, July 14.—The United States battleship Illinois, flagship of Rear Admiral Crowninshield, and the United States cruiser Chicago have arrived here.

While the Illinois was standing in to the harbor, leading the squadron, her steering gear failed and her helm jammed hard to starboard with the

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ship headed straight for the shore. Both anchors were let go and her engines were backed promptly, but the port anchor chain parted. The ship struck an obstruction and a hole was punched in her bottom. Two small compartments filled with water, the crew was piped to quarters and the water-tight doors were closed. The rest of the crew stood into the inner harbor. Illinois was eventually backed and anchored safely. Rear Admiral Crowninshield probably shift his flag to the proposed Baltic cruise may be made.

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6 PAGES
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GALLANT CANADIAN
Who Took Part in Fight March 31

Mentioned in Kitchener's Official Dispatch to the War Department.
Ottawa, June 31.—Kitchener in his official despatch mentioned following Canadians who took part in action at Boschbult, March 31: Sergeant Dornie, C. M. R.; for services, Lieut. Bruce Carruth, who fought until all the men were wounded; Pte. Kelly, who worked under fire; Corp. J. G. Evans, who worked in Carruth's party, especially noticeable in rally; Sergt. J. C. Perry, C. M. R.; after good service at Boschbult, March 31, he was promoted to corporal and worked in Carruth's party, especially noticeable in rally; Pte. C. M. Evans, C. M. R.; who worked in Carruth's party, especially noticeable in rally; Sergt. H. A. Lee, who fought twice tried to carry

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