

HOPES SADLY SHATTERED

A Youth Expires Without Time to Give His Name.

He Confesses His Crime But Death Grips Him Before He Can Give His Identity.

[From Monday's Daily.]

Within the past three years there have been many painful and heartrending scenes enacted in the Klondike. Driven hither by a desire to be better able to provide for loved ones left behind many loving husbands, fond fathers and devoted sons have come into this country and after years of battling with its hardships and finding misfortune awaiting them at every turn, and at last, realizing that, notwithstanding their almost superhuman exertions, they are face to face with the gaunt wolf of starvation, they have, like

"The traveler, worn out with life's pilgrimage dreary, Laid down his rude staff like one who is weary."

And with one lingering thought of loved ones far away, crossed to the great Beyond.

But of all sad deaths which have occurred in this land of the broad, white north, there have been none more painfully sad than that which lately occurred at one of the Dawson hospitals. The victim was a young man who until suddenly taken down, had rejoiced in the vigor incident to young manhood. Far away on the eastern side of the Father of Waters there ascended for him every morning and evening fervent prayers from a fond father, of whose eye he was the apple, and from a loving mother, of whose heart he was the pride. But the fell destroyer had marked him and there was no hope. The physician and two attendants were by the bedside of the dying man who tossed restlessly, ever and anon murmuring "Oh, that they may never know."

The attendants, both of whom had known the dying man since before he started for this country, supposed the fear that his old parents might learn after his death of some of his many reckless deeds, was the cause of his mental torture. They knew that he had been allied with a gang of bunco men; that he had operated a shell game on the White Pass trail and that since arriving in the Klondike he had riotously squandered his substance at dance halls.

"Your parents will never know of your past misdeeds," said one of the attendants in a vain attempt to allay the tempest that was surging in the breast of the dying man.

"Swear to me," he shrieked, "that you will retain inviolate but one of my shortcomings; I care not for all the others, as they are pardonable and my parents will condone them. But my mountainous crime, the only really dark blot on my family escutcheon, will never be forgiven if known."

"What is it?" asked the attendants in one voice.

With a last supreme effort the dying man raised up on his elbow and with a look whose present will never forget, he gurgled:

"For the last three months before taking sick I wore golf pants."

And with a groan that pierced the hearts of every one within hearing, he turned his face to the wall and expired.

The Standing Passenger.

A passenger who is standing up in the aisle of a street car cannot be compelled by the conductor to move forward unless he is blocking the passageway. This was the law laid down by Judge Williams of the superior court in instructions which he gave to a jury.

The judge holds that a passenger has the same right to remain in one place when he is standing as if he were occupying a seat. It is the persons who last boarded the car who must adapt themselves to the crowded condition and find and fill the vacant place.

"I am inclined to the opinion," said Judge Williams, just after directing a verdict for the plaintiff, "that the law upholds a passenger who has accepted standing room in keeping it the same as a passenger who has taken a seat." He then explained that a conductor could not ask a person who was sitting to get up and go to another seat against the passenger's wishes, it being, he said, one of the common rights of passengers.

"The man paid his fare and thus became a passenger," said the judge when beginning to give his instructions to the jury, "and under ordinary circumstances would be a passenger until carried to the point of destination."

"The conductor put the plaintiff off the car before he had reached his des-

tinuation because he refused to 'move up,' as requested. The defendant's obligation to the plaintiff was to carry him safely and promptly, and the law holds the defendant responsible for the manner in which it executes its duty. The passenger is to be protected from the violence of any agents and the company liable for damages for such an assault when unprovoked."

"In this case the request was not attended by any voluntary movement forward in the three foot aisle by any of the standing passengers. The request was mandatory, but no more pressing upon him to move up than upon the passengers who boarded the car, later or last and who would be expected to adapt themselves to the congested space instead of the passenger who had acquired rights."—Milwaukee News.

Watches the Snowslides.

Mrs. Paul Reicke sits hour after hour each day, field glass in hand, upon a lofty peak in the Sierra Nevada mountains watching for fires in the snowslides that line the railroad through the rocky fastnesses. She and her husband have undertaken the task for the company. The man watches for fires by night, the woman in the daytime.

Red mountain, on the brow of which stands the signal station, has a bold, bare front that juts out from the main range across the canyon of the Yuba river, opposite Cisco station, four miles away. The signal house is small, but substantial, and has a glass front.

There are fire alarm signals situated all along the interior of the sheds, only a half mile separating one from the next, and there are track walkers to keep a constant lookout night and day to turn in an alarm if they see anything wrong. But there might be fires which they would not see until too late and the entire chain of sheds might be singed off the landscape while they would be running to the nearest alarm box, even if the woman up on the mountain top did not flash a much quicker alarm into Cisco by telephone and have the fire trains rushing to the scene within 60 seconds of the time the first smoke appeared.

Both Mr. Reicke and his wife are people of culture and knowledge of the world. Mrs. Reicke is quite young and comely. Mr. Reicke is the father of grown sons, some of whom are in business in San Francisco.

Mr. Reicke goes into town once a week for supplies and to attend to whatever business connected with the company may arise. In his absence, should he remain over night, Mrs. Reicke remains at her post without sleeping. It is then that her position is enough to awe any woman, or even a man. Absolutely alone on top of a mountain 8000 feet high, and surrounded by smaller mountains on all sides, without other human habitation closer than four miles—isolated in this tremendous solitude, with nothing to do but to sit at a window and with a field glass patrol the distant line of civilization across the canyons and other mountain tops throughout the long day, and perhaps throughout the long, dark night as well—that is a position which few women would have the nerve to occupy and one in which few women would be trusted.—Ex.

Doctors' Big Fees.

The doctor and some of the reporters were talking in the little room opposite the telephone office, down at Bellevue hospital.

"I see by the papers," said the doctor, mentioning the story of a large bill reported to have been sent in by a surgeon of the city, "that this doctor didn't feel satisfied with \$4000. He thought he ought to have \$4000. That's a rather fine distinction perhaps, but it all depends on the sort of a case which the surgeon treated. A man with his skill and his standing can charge almost anything he pleases."

"The way in which some physicians earn large fees is curious. I recall one case of the sort—or at least a story of a case, for I won't vouch for the truth of it all. A man had been suffering for some time with gastritis and had been treated for more than a year by several physicians. The usual treatment is to put the patient on a milk diet. That usually does the work, but this man kept growing worse. He finally summoned Dr. B., one of the best known physicians in the city. When Dr. B. learned the history of the case, he took one long look at the man's face and reached for his hat."

"I need time to think this over," he said. "You meet me tomorrow at Delmonico's, and I'll prescribe treatment of some sort for you."

"The patient appeared at the time the doctor had set."

"Come in and sit down," said the physician. "I can talk to you while I am eating my dinner."

"Then the physician said something in a low tone, and when the waiter came back he brought two orders of oysters. The patient looked surprised."

"Now," said the doctor, "you just fall to and eat a good meal. That's all you want."

"It turned out that the doctor was right. The man, who had been nearly dead, was soon in good health. Then the physician sent in his bill. It was for \$4000. When the man received it, he hurried around to the doctor's office."

"By thunder," said the man, "do you think I'm made of money? I can pay it all right, but now, honestly, doctor, don't you think it's pretty large?"

"No," replied the physician. "Your life is worth more than \$4000, isn't it? Well, I saved your life. I can't see that I'm asking too much."

"The man sent around his check the next day."

Needed on the Yukon.

An Egyptian stern wheeler is built to float over the shoals and rapids of the Nile. There is no going down long, slippery iron ladders to her engine room, for she has no hold, everything being carried above water line—cabins, stores and engines. Indeed the steam cylinders lie exposed, one on either side and a little forward of the very primitive looking stern paddle wheel, which looks more as if it belonged to some agricultural implement than a steamship. The reason for this is that, although nearly a hundred feet long, she only draws about 1 foot 9 inches of water, consequently she has no down stairs.

Probably those engaged in the engine rooms of some of the great liners which ply to the far east would be only too glad if when going through the Red sea they could bring their engine room on deck too, instead of seething below in a temperature which sometimes exceeds 130 degrees. What wonder they at such times faint away and are brought up and laid on deck, where they are brought round roughly but effectively by the free application of pails of water drawn from the tepid sea.—Chambers' Journal.

Hay for Diet.

The following is a copy of an authentic letter recently received by one of the large railroad companies:

Chief Clerk, Freight Department:

Kind Sir: Please excuse my writing to you, but I do not feel I have been treated right by your company. I ordered 5 big U. P. cars for to lode steers at Opal Dec. 2nd, and was promised them shure bi your Agent their. He said he would have them shure for me and I kut out a bunch of steers to lode 5 U. P. cars, and when I got to Opal I found a lot of damd old short line cars tul of dirt, frozen in chunks. I tried to get your agent to have the dirt taken out anyway but he only laffed at me and gide me, he sed he fert for me but was to strong to fork dirt, but wood lend me a shovel and help me grunt, now Mr. — I want to no if that is the kind of treatment I am to git all the time. I and my men had to shovel the dirt out of those sixtimal cars, then lode them with only some ha in the bottom, and the agent kiked because I put the ha in the cars, he got reel gay and told me I had better not get extravagant as Bryan mite be the next president and I would want the ha to chew myself. I beg to submit the following clame, 920 pds ha at \$9, ton \$4.50, one extra car I did not need if I hed been given the 5 U. P. cars I was promised \$121., total \$125. Plesse let me here from you soon.

Warships Present Locations.

Washington, June 16.—The development of events in China and the unwonted activity in the navy circles has created a demand for information of the United States naval strength in and around China. The following is a list of American vessels available for use in Chinese water in case of an emergency:

Battleship Oregon, 10 guns, Capt. Wilde, Hongkong.
Cruiser Brooklyn, 20 guns, Capt. Jewell, at Manila.
Cruiser New Orleans, 10 guns, Capt. Longnecker, at Manila.
Gunboat Bennington, 6 guns, Commander Arnold, at Manila.
Gunboat Concord, 8 guns, Commander Ackley, at Manila.
Gunboat Marietta, 6 guns, Commander Green, at Manila.
Gunboat Monocacy, 6 guns, Commander Bicknell.
Gunboat Nashville, 8 guns, Commander Rogers.
Gunboat Petrel, 4 guns, Lieutenant Commander Knox, at Manila.
Gunboat Princeton, 6 guns, Commander Knox, at Manila.
Monitor Monterey, Capt. Pibman, at Manila.
Monitor Monadnock, at Manila.
Gunboat Castine, 8 guns, Commander Very, at Shanghai.
Gunboat Yorktown, Commander Sperry, 6 guns, at Chefoo.
Newark, at Tientsin.
Helena, 8 guns, at Manila.
Yosemite, Yokohama.
Eleven gunboats, captured from Spain, at Manila.

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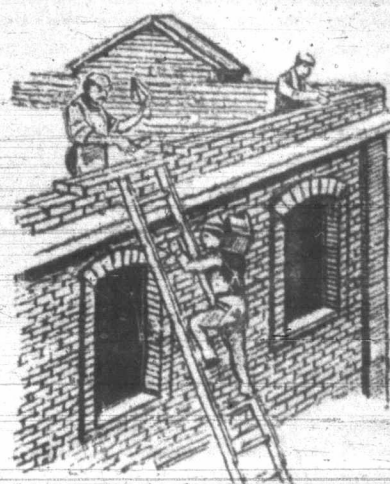
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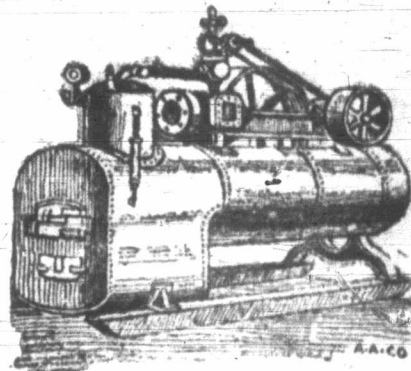
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FOURTH OF JULY

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The day may be very warm, so prepare yourself with suitable clothing for the occasion, especially in Headgear and Footgear. We will place on sale our entire stock of MILLINERY, PATERN HATS, TRIMMED HATS, SAILOR HATS, GIRLS' AND MISSES' HATS, BOYS' AND YOUTHS' CLOTH AND STRAW HATS, at ONE-HALF their former prices. Also a complete line of LADIES' OXFORD TIE SLIPPERS and HIGH-CUT SHOES, at prices ranging from \$2.50 to \$5.00. Don't overlook this opportunity, as everything goes, no reserve.

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