

OFF FOR THE NORTH POLE.

Peary Is On the Ground to Make the Attempt.

He and Two Associates Will Make the Attempt With Dog Sleds—Backed by the Arctic Club.

Sydney, C. B. Sept. 12.—The Peary Arctic Club's chartered steamer Diana arrived here today from Etah, North Greenland, August 28, with all well on board.

Lieut. Peary and his two companions, with their native allies, were left in excellent health and spirits, comfortably housed for the winter, with provisions for two years, and an ample supply of dog food, 111 walrus having been killed since August 2 for that purpose. Peary will remain at Etah until February, when with a party of natives he will go to Fort Conger and thence begin his journey to the Pole, either by the Greenland coast or from Cape Nella, as conditions may determine.

Secretary Herbert L. Bridgman, of the Peary club, in command of the Diana expedition, leaves for New York tomorrow morning, taking Peary's full reports of his last year's work and maps of his discoveries. In his nomenclature Peary has bestowed the names of Peary Arctic Club members. The farthestmost northland beyond Greeley fjord is named Jesup, in honor of President Morris Jesup, of the club. A bay about 50 miles in extent south of the fjord, was named Cannon bay, and a mountain 4,700 feet high, near its head, Mount Bridgman, for the treasurer and secretary of the club respectively, while on the east side of the divide of Grinnell land are Benedict, Sands and Parrits glaciers, Harmsworth hill and Baker bays.

Mr. Bridgman also brings the Greeley expedition scientific records and the private papers of members of that party and a sextant left at Repulse harbor in 1876 by Lieut. (now admiral) Beaumont, of the English expedition, brought Lieut. Lockwood in 1883 to Fort Conger, and all recovered by Peary at the latter place in May last. The records of the English cairns on Norman, Lockyer and Washington Irving islands are also sent to the Peary club.

The Diana's cruise occupied 52 days and over 5000 miles' steaming, of which 28 days and 1700 miles were north of Cape York, without detention of any kind by ice. She carried the Stars and Stripes to 79.10 degrees, farther north than any American ship since Hall's Polar in 1871. She will return immediately to St. Johns, N. F., her home port, and go out of commission.

The Fram was last seen August 18, 10 miles from Etah, fast in the ice and heading north.

Big Crowd for the North.

Seattle, Sept. 15.—The steamer Cot-tae City sailed for Lynn canal ports yesterday afternoon. The Alaska travel just now is taxing the full capacity of the Alaskan fleet. Not a vessel of the seven or eight running to Lynn canal has sailed recently that did not leave more or less freight on her dock. Their first-class space is invariably taken, and often all of the second class accommodations are taxed.

Miss Mulroney to Leave.

Little Miss Mulroney, the energetic and hospitable proprietress of the Fairview, is preparing for a trip to the outside, having been no further than Skagway for three years. Her confidence in the future of Dawson is shown by her plans.

"Yes, I'm going out about Monday," she said, "and the first boats down in the spring will bring in what is going to make my house the finest hotel this side of Vancouver. I'm going to put a brick basement under the Fairview and extend it back to Second street, for I'm tired of having to refuse rooms to patrons night after night. I'm going to bring in plate glass windows, a complete steam-heating apparatus and outside lumber for finishing the interior of my building. When I get it completed the bar will be at the back and a large office in front will be large enough for a reception hall or for Friday night dances."

Thinks It Needs Organization.

Ex-Chief F. J. Fletcher has returned to Dawson, after a tour of the Pacific coast cities. Since his return he has been much impressed with the remarkable growth of Dawson. Naturally enough he regards the city from the standpoint of a fireman.

"I am astonished beyond measure," said Mr. Fletcher to a Nugget scribe, "to find that Dawson is actually without a fire fighting organization of some kind. Beyond a handful of paid mem-

bers there is nothing in the way of a department, excepting that some of the A. C. boys and boys from the other companies are depended upon to answer an alarm of fire, and to donate their services for the occasion. An organization of these men appears to me to be necessary if the department is to be made effective. It strikes me that when stoves get to going these men cannot leave their stores to answer 10 and 12 alarms a day as the old department frequently did."

On the outside Mr. Fletcher visited the fire departments of the coast towns and renewed many old acquaintances, but, like all good Dawsonites, is glad to get back to the old stamping ground.

RAILWAY TO THE CREEKS.

Tom O'Brien Returns From Ottawa With His Charter.

Among the passengers who arrived in Dawson last Wednesday on the Canadian was Thomas O'Brien, the owner of the tramless tram from Dawson to Grand Forks. Readers of The Nugget will remember the legal fight, which this paper waged against Mr. O'Brien's tramway concern last winter, and which was terminated by a decision from the territorial court to the effect that the collection of toll from persons traveling on the tramway road was not warranted by law. Since then, Mr. O'Brien has been to Ottawa, for the purpose of securing a charter granting to him the right of building and operating a railroad to different points on the creeks. The success of his efforts at the Canadian capital can be told best in his own words. When approached for information by a representative of The Nugget, Mr. O'Brien prefaced his remarks by saying: "I am not disposed to give much information to your paper, for the reason that such information as I have given to you in times past, has not been used in the manner in which I think it should have been."

"You have been to Ottawa, have you not, Mr. O'Brien?" was the first question.

"Yes; I visited Ottawa on business," he answered.

"Did you obtain a charter for a railway to the creeks?"

"Yes, myself and others have secured a charter, which grants to us the right to construct and operate a railroad in certain portions of the Yukon territory."

"What portions are those?" was then asked.

Mr. O'Brien replied: "From the mouth of Indian river down the Yukon to Fortymile, and from Dawson to all creeks in the Klondike and Indian river districts."

"When will you commence construction?"

"Well," he said, "it will be impossible to land our rails, cars and so forth, at Dawson this season. We will not be able to lay any track until next summer."

"What are the conditions of your charter?" inquired the reporter.

"The only conditions in our charter is that we expend 15 per cent of our capital stock upon construction within the next two years. Our capital stock is fixed at \$1,000,000."

Mr. O'Brien, do you purpose to build a wagon road over your right of way this winter?"

"Well, you understand that we have the privilege of doing so, if we desire," he replied.

"Will you attempt to charge toll?" was asked.

"I do not care to say anything further," answered Mr. O'Brien; "there are other gentlemen who are interested with me in this proposition, and I do not care to talk any more until I have seen and consulted with them respecting our future plans."

"So long," he added as he turned and greeted an old acquaintance.

Bested Dame Chance.

Mr. Lancaster, of Lancaster and Calderhead, has been haunting the wharves for a month past. Night or day a steamboat whistle would start him on the run for the river bank. As his family failed to materialize, when the Canadian arrived Wednesday he failed for the first time to put in an appearance. Of course, Mrs. Lancaster and family arrived on that particular boat, and now Lancaster is priding himself on his forethought, since if he had gone to meet that boat the same as the rest his family might not have been here for a month yet.

Government Offices Are Darkened.

The rented government buildings are being crowded in the general up-building of the city. As a result it is now found necessary to burn a lamp all day in the commissioner's office and part of the day in the ante-room used by the typewriters and clerks.

The building occupied by the timber and lands agent is also having its side lights obstructed by the approach of buildings and uncomfortably dark rooms are the result.

B. L. & K. N. CO.

Steamers

Ora, Flora, Nora, Olive May,

... Don't Be Caught on Bars ...

Remember, the River Is Rapidly Falling

OUR BOATS ARE SMALL AND FAST
MEALS AND ACCOMMODATIONS THE BEST

Read Shipping News for Record Trip by Str. Flora.
Through Connections to Outside

OFFICE, AT CITY DOCK

ARTHUR LEWIN

Has reopened on Front street, next door south of Dominion, and is prepared to supply you with anything, from a needle to a steamboat. HIGH-GRADE LIQUORS AND CIGARS A SPECIALTY.

DAWSON'S FINEST

THE CRITERION

(New Family Heater)

Hotel and Club Rooms

Best Brands Wines, Liquors and Cigars

Emil Stauff

C. K. Zilly

STAUFF & ZILLY

REAL ESTATE AND LOANS

Agents for
Harper & Ladue Townsite Co.

A. C. Co.'s Office Building

British-American Steamship Co. • Frank Waterhouse Ltd.

Operating river steamers

ROBERT KERR, MILWAUKEE, REINDEER, PILGRIM, LOTTA TALBOT, SYBIL,
W. H. EVANS, MAKING CLOSE CONNECTIONS WITH THE

S. S. "GARONNE," Sailing from St. Michael July 1, August 15, Sept. 15.

First Class Accommodations for Passengers. Sailing dates of river steamers from Dawson will be announced later. Watch this space.

CHAS. H. NORRIS, Mgr. Yukon Division. FRANK J. KINGHORN, Agent, Yukon Dock.

Dawson Sawmill & Building Co.

SMITH & HOBBS, Props.

Flooring, Ceiling and all Kinds of Planed Lumber, Bars, Counters, Furniture and Inside Furnishings of all Kinds.

PLANS AND ESTIMATES FURNISHED

ARE YOU GOING HOME?

THEN SECURE TICKETS BY

THE YUKON FLYER TRANSPORTATION CO.

Steamers "Bonanza King" and "Eldorado."

SAFETY, SPEED, COMFORT. UNEXCELLED SERVICE.
For reservation of staterooms and tickets or for any further information apply to company's office.

C. J. REILLY, Agent, Aurora Dock.

NELS PETERSON & CO., Owner

S-Y.T. Co. Seattle - Yukon Transportation Company
W. D. WOOD, Seattle, President.

The Latest and Most Improved Facilities for

WARM STORAGE

Second Avenue ...
Bet. 2d and 3d Sts.

H. TROLLER, Resident Manager.

The White Pass and Yukon Route

IS COMPLETED FROM

BENNETT TO SKAGUAY

For Rates and other information apply to L. H. GRAY,
S. P. BROWN, Gen. Agt., Skaguay. Gen. Traffic Mgr., Skaguay

THE OLD RELIABLE

PIONEER BOAT

Fastest Steamer on the Yukon

STEAMER WILLIE IRVING

For Rates and Passage apply to

STAUFF & ZILLY, A. C. Co.'s Office Building.

VILLA DE LION, WEST DAWSON
GEORGE LION, Proprietor.

Cafe and Beer Gardens
Dawson's ONLY Summer Resort.
CHOICE LINE OF WINES, LIQUORS AND CIGARS
Lion Celebrated Beer.

Round Trip, 25 cents.

Chisholm's Saloon

OLD STAND.

Full line Best Brands of

Wines, Liquors and Cigars

TOM CHISHOLM, Prop'r.

RE-OPENED - OLD STAND

Northern Cafe,

GRIFFIN & BOYKER, PROPS.

OUR MOTTO:
"Quick Service and Only the Best."

Yukon Sawmill Co.

MANUFACTURERS OF

First Quality Matched, Dressed Rustie, Roofing, and Rough Lumber

House Logs Furnished, Cordwood &c

Orders filled promptly

JAS. D. HOGG, JR., Pres.

LESTER TURNER, Cashier

FIRST NATIONAL BANK

OF SEATTLE, WASH.

Gold dust bought or advanced on deposits. Safety deposit box free to customers.