

TRoubles OF A DUMP

Miners Squabble over How Gravel Should be Sluiced.

Considerable time was spent in Justice Dugas department during chambers in hearing a motion praying for the injunction now of effect in the case of Miller vs. Trabold et al. to be made perpetual. The case has to do with the washing up of a dump on a bench claim on Monte Cristo hill in which several persons are interested. Some time ago, the claim being in court, his lordship appointed a receiver for the dump taken out last winter, also naming two others, each one representing one of the litigants to assist in the washup. Arrangements were perfected by which water was to be secured from a ditch owned by a syndicate, the boxes were set in position, and when sluicing was ready to begin, Trabold, one of the defendants, appeared, claiming the boxes which were about to be used as his private property, and forbade the receivers appointed by the court from going ahead with their work. Other boxes could not then be secured and as time passed the water supply grew less and on account of continued drought finally failed. Recently, one of the receivers arranged with the electric light company for the installation of a pump on Bonanza for the purpose of raising water up the hill so that the dump in question could be sluiced, the cost of the same to be \$8 per hour or \$72 for a day. Now appears Trabold by his attorney who opposes the methods to be employed upon the ground that the cost of washing the dump would be so expensive that little or nothing would be left after the expenses were paid. It is alleged that not over 20 inches of water could be available by means of the pump, whereas not less than 60 inches are required to handle the dirt in a proper manner. The court is asked to dissolve the present restraining order and allow the dump to remain as it is until the fall rains arrive when water can be secured from the Boulder ditch and the sluicing can be done much more effectively and more cheaply.

SEASON IS BACKWARD

In Country North of Nome Where Snow Lay Deep in July.

Seattle, July 29.—Steamer South Portland, Capt. Hall, arrived from Nome yesterday, bringing news from the Bluestone and Kogarak districts to July 14. Her sixteen passengers included W. J. Wood, an extensive claim owner in the Bluestone and Kogarak. "A distressingly late season," Wood said, "obtains in both districts. When I left Teller City, the metropolis of those camps, on July 11, snow lay upon the ground to the depth of several feet in many localities. The miners were encountering glacial and other ice near the surface; so unless summer weather is continued until late in the year not much in a mining way can be accomplished in these sections.

"The conditions in the Nome district proper are somewhat more favorable. No one at this time can tell what will be the result of the efforts of the gold seekers now in the North. Unquestionably there is a lot of gold in the Nome district, but I am inclined to the opinion that the country is spotted and pockety.

"There are many old-time Klondike operators, notably Clarence Berry, in the Bluestone and Kogarak camps. Just before I left Berry bought a Gold Run (Bluestone) claim, paying \$5000 cash for the property. There are some very rich claims both on Alder and Gold Run of the Bluestone.

"Claim jumpers, however, are retarding the development of the country. Already there has been a lot of jumping on both Alder and Gold Run."

When the South Portland left Dutch harbor, July 17, there were then in port the steamers Brunswick, Capt. Anderson, and Ruth, Capt. Higgins, and the whaler Fearless. The Brunswick, for a consideration of \$6000, was towing to this port the Ruth, which became disabled to Golovin bay through contact with the ice. She was to have started for Seattle with her tow the night of June 1. The Brunswick had 42 passengers aboard. The bark Shirley, in tow of a tug, left Dutch harbor July 16 for Nome. Several days previous, Captain Healey, master of the tug, was arrested on charge of cruelty to his sailors, but Judge Whipple promptly dismissed the defendant after hearing the evidence in the case.

The old British stern wheel steamer Glenora left Dutch harbor for St. Michael July 15. The vessel sailed from Vancouver for Dutch harbor in 1900. H. Norton, a South Portland passenger, is returning from the North after an 18 months' search for gold in the Kuskokwim country and the Bluestone section. He is a South African miner and is returning to Johannesburg.

QUARTZ KING ANDY M'KENZIE

Is Having His Supposed Valuable Property Developed.

Work on the development of the group of claims recently located on the Gold Bottom slope of the ridge road near the Flag roadhouse is progressing nicely and the ledge with every shot put in increases in apparent excellence. The proposed 100-foot shaft is now down 18 feet and as depth is attained the solidity and permanence of the vein becomes established more surely. Day before yesterday additional samples of the ore were received by Andy McKenzie, they being taken from the bottom of the shaft. Mining men of experience who have carefully examined the ledge matter do not hesitate to say it is unquestionably the best hard rock proposition yet located in the territory, and if at the depth of 100 feet the ledge holds out even as well as it now shows up at 18 feet the value of the claims will be tremendous. Said Alex McDonald after seeing the result of the last few days' work:

"If you had that ore in Montana or Colorado you would have a fortune in no time at all, and you would not have to hunt for it either, the capital would seek you."

NORMAN M'CAULEY

Tells the P.-L. Some Plain Truths Regarding W. P. & Y. R.

Norman Macaulay, a pioneer of Whitehorse and the Yukon, says the traffic rates charged by the White Pass & Yukon railroad and the upper river steamers operated by the company is diverting freight to St. Michael and the lower river route.

"I can point to no more convincing evidence of the truth of my statement," he said, "than the fact that there are now 12 of the railroad steamers tied up at Whitehorse for want of business, while thousands of tons of general merchandise formerly shipped via Skagway and Whitehorse are being sent in by way of St. Michael. The tied-up steamers are the Canadian, Columbian, Victorian, Bailey, Zealandian, Sybil, Tasmania, Yukoner, Anglian, Joseph Clossett, Bonanza King and Mary Graff. The only vessels in actual operation by the company are the Whitehorse, Dawson and Selkirk. Those of the independent lines are the Ora, Nora, Flora and Clifford Sifton.

"It is a fact that in a small consignment it costs 4 1/2 cents a pound to ship freight from Skagway to Whitehorse. These rates are higher even than in the days of the Chilkoot trail.—P.-L., July 29.

New Ten Dollar Bill

Washington, July 28.—The fourth in the series of new silver certificates, which will be known as the American series, will soon be issued from the bureau of engraving and printing, where the plates are nearly finished.

It will be the \$10 bill, and has already been christened the "Buffalo bill," not after Col. Cody, but because its distinctive character will be the figure of a gigantic buffalo.

On the note the buffalo is headed westward, his shaggy head well down for a charge, his tail in a pugnaclous attitude, and his matted mane sweeping the ground.

To obtain the sketch for this note the artist visited the national museum, where there are several stuffed specimens of the buffalo. The finest was selected and posed and the drawing made from it.

On the reverse of the note will be an archway of artistic design.

In this note, as in the others of this series, it is intended to leave as much open work as possible with a handsome design, the silk threads in the paper forming one of the greatest safeguards against counterfeiting. In many of the older notes the threads were obscured almost entirely by the scroll work.

The subjects for this series will be confined to American life, hence the "American series." On the \$1 bill is the eagle, on the \$2 George Washington and on the \$5 the handsome head of the Indian chief, Onepapa.

It was suggested that a picture of the battleship Maine be used on the \$10 note, and the suggestion was at first adopted. Later it was rejected as not distinctively American and not to be distinguished from any other battleship. The department is still searching for suitable subject for the \$20 and \$50 bills.

It Looks Good.

Harry Woolridge brought in some more ore yesterday from the quartz ledge on the Dome at the head of Gold Bottom which is being developed by himself, Frank Berry and McDougal. The croppings from the same claim showed values of \$50 in copper, gold and silver. This ore is from a depth of 17 feet and is apparently more heavily mineralized but has not yet been assayed.

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RISE AND FALL OF STEVENS

Former Dawsonite Who Traveled a Lively Pace.

Many of the people of the city will remember the rise and fall of one M. I. Stevens last year; how he became infatuated with a dance hall fairy, squandered several thousand dollars on her, deserted a loving wife, and finally made his way down the river in a small boat leaving his father who was here on a visit at the time to settle some \$600 in worthless checks, in order to save his family from disgrace, which his degenerate son had issued and secured the cash upon. Stevens was next heard from in Honolulu where after a Quixote fashion he undertook to whip an editor for a fancied insult to a lady and was sent to the hospital with a bullet in his leg for his trouble. After his recovery he drifted back to San Francisco and having had some little experience in newspaper work he was given an assignment on the Examiner. It is hard to conceive of the Examiner one of the leaders in yellow journalism, turning down a story because of its luridness or sensational features, but Stevens' first effort, a thrilling romance upon the discovery of a tribe of deaf and dumb Indians in Alaska, proved too much and his resignation was immediately accepted. At last accounts Stevens was reporting on one of the Seattle papers under an assumed name, now being known as Kenneth Barrington. It is said his father has disowned him and he can no longer look to the parental roof for sympathy and assistance.

Uncle Josh

"How did you find your married daughter getting along when you visited her in the city, Uncle Josh?"

"Oh, Bella's gettin' along well enough, but she's just like all of them society folks now, and I don't think I could ever get used to their ways. The fun thing she did when I went into the house was to give me a splendid big rockin cheer to set in, and the next thing was to tell me it wasn't good form to rock it."—Chicago Tribune.

WINTERED IN KOYUKUK

Captain Hill of Str. Tyrrell, Talks of That Country.

Capt. George L. Hill, who wintered at Bettles, on the Koyukuk, came down on the Tyrrell. He left Bettles for St. Michael with the A. C. steamer City of Paris, of which he was captain, on June 20th, and says that Howard Turner, the company's agent, had considerable dust in his charge but he could not say how much. The captain says:

"From what I know of the country, and from my acquaintance with Pickarts, Bettles and Pickarts, the traders up there, the development has only just begun, and I believe it to be the

coming country of Alaska. Only 250 men wintered there and they were unable to do much work owing to the unprecedented heavy snow, their time being taken up breaking trail from Bettles to get in supplies. But all the men payed for their grub stakes in full, which in itself speaks well for the country.

"The discovery and opening up of winter diggings on Gold creek will bring in a number of people this winter and next spring. I know the whole country is good, but would advise everybody going there, even if searching for work, to take a year's supplies with him. A man cannot get work unless he has his grub.

"Gold bench, forty miles above Bettles, is showing up well. They will take out about \$2000 a day this summer."

Criminal Docket.

Criminal matters will occupy the attention of Justice Craig's department in the territorial court almost the entire week. None of the 12 cases now on the docket are of very great gravity and but little time will be consumed in hearing them. The theft cases against Samuel Griffith, George Brown and Wm. McLaughlin who are charged with stealing several bottles of beer from the cargo of the Yukoner a week or so ago stand over until next Monday. The value of the goods taken is placed at \$50 or less and in such cases the accused are tried before the judge alone. Neither of the three have yet pleaded to the indictment.

Defendants Won.

In the cases of Patter vs. Patterson, Hepfinger vs. Hill and Gould vs. Thurber, suits as to priority of location on claims on the right limit of discovery and No. 1 above on Bonanza, the gold commissioner yesterday decided each one in favor of defendants and entered a dismissal of the suits.

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