

STR. SUSIE ARRIVES

Covers Distance Up River Between St. Michael and Dawson in 13 1/2 Days.

FIRST STEAMER TO COME UP RIVER

Brings Nearly 400 Tons of Freight and 68 Passengers.

CAPT. DALSON TELLS OF TRIP

Bay at St. Michael Full of Steamers When He Left—This Season Fully 2 Days Late.

From Thursday's Daily.

The steamer Susie, one of the crack boats of the Northern Navigation Company's fleet, is again in port, and enjoys the distinction of being the last to leave Dawson this spring for St. Michael, with the exception of the Bar, and is the first to arrive with freight, passengers and news from the lower river. The Susie this year is still in command of Capt. T. H. Dolson who has been master of the vessel ever since her first season on the river in '98, a veteran from the Mississippi and one of the most competent navigators on the Yukon. A. E. Todd is purser and Sam Fowler chief engineer. The Susie on her down trip left Dawson with a heavy passenger list on the evening of June 25, arriving at Bering sea in five and a half days on July 1. The ice at the mouth of the river and well out in the bay was broken up to such an extent that navigation was possible and in endeavoring to reach St. Michael the Susie steamed entirely around the island, with the exception of that portion separated from the main land by the narrow channel. The ice about the island, however, was still intact and it was found impossible at that time to effect a landing. The channel, or as it is called St. Michael canal, was open but on account of shallow water the Susie did not dare venture into it. A return was made to a point 12 miles below the island and there the passengers were transferred to the City of Paris, a light draught vessel, which succeeded in landing them via the canal at the dock. The ice cleared from St. Michael by July 3, and the Susie arrived at her dock on the 4th. A week was spent taking on her cargo and she left Dawson on the night of the 11th making the run up the river in about 3 1/2 days, considered excellent time. The Susie's cargo consisted of 400 tons of general merchandise, including quite a quantity of damaged goods, the result of the flood, taken on at Fortymile, 68 passengers, and 74 bags of mail, the latter being principally second-class matter from the States. In speaking of conditions along the river and at St. Michael, Capt. Dolson said:

"We had a very pleasant run down the river, but I was somewhat surprised to find the ice still hanging on at St. Michael when we reached there. The past winter, with the exception of a great deal of wind, has been no more severe than usual, but the season is two or three weeks later. At St. Michael the lowest temperature reached was but 33 below. Up to the time we left no boat had yet arrived from Nome excepting a small tug which forced its way through the floating ice, and we have no Nome passengers aboard excepting Judge Wood who was fortunate enough to catch the boat at the last moment. As we pulled out the bay was full of boats and you can expect steamers in from now on every few days. Both the Weare and Powers got out ahead of us, but we passed them when a few days out, the former at Tanana and the latter with two barges in tow some 30 miles below. We also passed the Gold Star about 10 miles above the Koyukuk, but did not learn anything from her concerning the camps on the Koyukuk."

Capt. Dolson was asked if he had heard of any "unprecedented storms" having occurred in Bering sea or the North Pacific this season which had resulted disastrously to any of the shipping interests. When told of the frightful calamity which had occurred to "Black" Sullivan's barges (in the News office) the smile which spread over the old salt's countenance was more than expressive.

"I was in St. Michael a week," said he, "and never heard of any such blows as you speak of. There were a number of ocean vessels in at the time and if anything unusual had happened it is more than likely there would have been some talk about it. There can't be any storm on Bering sea as long as

it is covered with ice. The North Pacific is a little choppy sometimes early in the season, but there has not been a vessel, barge, or any other thing wrecked as far as I know of. Even the old tubs which paddle about Nome have had no difficulty in keeping afloat."

Capt. Dolson expects to make two more trips with the Susie this season. Capt. Beadle, who is to command the new N. A. T. & T. boat, the Will H. Isom, was a guest on the Susie this trip inspecting the waters and bars of the mighty Yukon for the first time. Capt. Beadle is an old Mississippi navigator and will take command of his new boat at once upon his return to St. Michael. The Isom is a trifle smaller than the Susie but is more elaborately fitted up and it is said is the queen of the Yukon fleet.

Almost the entire up trip of the Susie was made on coal from the N. A. T. & T. mine at Cliff creek, but very little wood having been consumed. Chief Engineer Fowler is highly pleased with the Cliff creek coal and considers it better and cheaper than wood. On the run from St. Michael to Dawson the Susie and other boats of her class will burn almost 1000 cords of wood in the two weeks required to reach here. In time coal will doubtless supplant wood altogether.

Ex-Mayor Wood Returns.
Prominent among the passengers on the Susie this morning was Judge W. D. Wood, president of the S. Y. T. Co. and ex mayor of Seattle. Judge Wood was in Dawson a few weeks ago winding up the affairs of his company and was a passenger on the Susie on her down trip to St. Michael. He has made the round trip in exactly one month, has seen a week of the time in Nome and is the only one of the Susie's 68 passengers who is from the city of the golden beach.

"Nome seems quiet now," said Mr. Wood, "in comparison with last year, but the people are all in good spirits and look for better times than ever before now that much of the litigation in the camp has been adjudicated. The past winter was a very severe one, not so much on account of low temperature as the continuous high winds which made out door life almost unendurable. At the time I left the ice pack was still heavy in the bay and I had to take a rowboat out from Nome in order to reach the little tug which carried me to St. Michael. The summer is fully three weeks late which will make the mining season quite short. On account of the scarcity of fuel but very little prospecting was done last winter. There were, however, some deep diggings located and these in the future will be extensively worked. Mr. Lane, the California millionaire who is heavily interested on Anvil creek, is going to prove a great benefactor to the camp and has lately come out as a sort of philanthropist. He has just announced to the miners and residents of Nome that from now on he will endeavor to furnish coal to all the year around at a uniform price of \$30 per ton. With the assurance of cheap fuel the deep ground located this winter can hereafter be worked continuously. The Lane-hydraulic plant is being vigorously pushed, though it is doubtful if it will be completed this season in time to use it. Work on it last year was entirely suspended for a number of months on account of the litigation covering the Lane holdings. The scheme amounts to no less than the washing out of Anvil creek from its source to its mouth, benches as well as creek claims. The pumping plant will be located at Nome and will force water through a 24-inch hydraulic steel pipe to the head of the creek, a distance of ten miles. After the creek claims in which Lane is interested are exhausted to water will be diverted to the benches, many of which have been found to be of exceeding richness. Lane has already bought up a great many of the benches and those which he does not own will be worked on a percentage. Probably the richest bench ground so far discovered is on Nikkola gulch which joins Anvil creek at No. 10. It is a 20 acre claim and was not prospected until last spring. Since then it has yielded over \$100,000 and the most conservative estimate one can place on the total output of the claim could not be short of a million dollars. It is a remarkable piece of ground and there are other benches which as far as they have been developed show up almost equally as well. No. 1 did not learn anything new concerning the Kogarak or Bluestone districts. The season there is every more backward than at Nome and as yet I can understand there was but very little prospecting done last winter in either district. The fuel question is the serious problem in that country as it is in Nome. Those interested in the Kogarak and Bluestone, however, are expecting good returns from their claims. There is quite an exodus to Teller City but Nome will always remain the principal supply point for all that country. In the past six months there has been considerable improvement in Nome, not the least being the grading and planing of Front street. Business is rather quiet and cheap prices generally prevail."

In regard to "unprecedented storms" and the reported wreck of Sullivan's barges, Mr. Wood stated he had heard nothing whatever of any unusual commotion among the ocean fleet.

"I saw two of Sullivan's barges lying at St. Michael loaded and ready to proceed up the Yukon. The third one was also in port although I did not see it. The barges together with the Light, Lightening and Tyrrell were expected to leave for Dawson within a day or two after the departure of the Susie."

Judge Wood will remain in the city a few days and then return to Nome on another business trip. He is undecided as to his future business engagements, since the retirement of the S. Y. T. Co., but will doubtless either locate here or some point in the lower country.

"This entire region from the head of the Yukon to Baring straits is a marvellously rich country and in years to come we will be able to look back to the present time and say the surface hereabouts has been but barely scratched in spots far remote from each other."

REJOICING IN KANSAS

Rain in Plenty Visits Drought Stricken Districts.

Kansas City, July 15.—A portion of the drought-stricken Southwest has been relieved by rain during the past 24 hours. Great good has already resulted to the crops, and as there are prospects tonight of a further downfall, it is believed that thousands upon thousands of dollars will be saved to farmers in stock and crops. Nevertheless much greater quantities of rain must come before a lasting benefit is done. In the portions of central and western Missouri, Western Kansas and the territories still untouched by rain conditions remain unchanged, the temperature ranging from 98 to 106, the latter at Hutchinson, Kan.

The rains, which came at the end of a drought of from four to eight weeks duration covered southwestern Missouri and portions of Kansas, taking in the southeastern corner of the Sunflower state from Riley and Dixon counties down to the Oklahoma line. The first break came last night, when fairly good rains fell in Barton and Green counties, Mo., and in Oklahoma border, in Kansas and Cowley and Chautauque counties and along the Union Pacific railway in Riley county.

The rains, while good, were not sufficient to put the burned crops out of danger. This morning a heavy rain fell in the vicinity of Joplin, Mo., and traveling west, covered portions of Montgomery, Butler and Sedgewick counties, Kansas. Around Joplin there was a heavy fall for ten minutes. At 1:30 o'clock a soaking rain fell in Cherokee county, across the line in Kansas, preceded by hail, benefiting pasture and small grains immensely and bringing relief to the crushing plants in the mining district.

During this afternoon a heavy rain fell in the vicinity of Coffeyville, Eldorado and Wichita, Kan. At Coffeyville the people held a jubilee on the streets during the rain. Two counties west from Kansas City in Jefferson county, Kan., a full inch of rain fell this afternoon, while in Kansas City a temperature of 101 prevailed and hardly a cloud was visible.

In Kansas City today Mrs. Martha C. Mullet, wife of a prominent business man, died of heat prostration, and Edward B. Stillitt, contracting agent of the Traders' Dispatch Fast Freight Line, was overcome and taken to his home in a critical condition. Near Leaveworth, Kan., on his farm last night, Oliver S. Hitt, a well known Kansas politician, died from the effects of heat.

IGNOMINIOUS DEFEAT

Met by Baseballers Last Night in Cricket Game.

A return game of cricket between the Gandolfo team and cricket team played last night ended in an overwhelming victory for the cricketers. The baseballers, elated by their former victory over the cricket team at the latter's own game thought that they had struck something easy and could repeat the operation as easy as before, but they were doomed to disappointment and a look of chagrin spread over their countenances at the end of the game when they looked at the score and saw 38 runs to their credit and 79 for their opponents. They are not altogether disheartened by their defeat and will give the cricketers another go in a short time. A return game between the two teams of baseball is to be played and the baseballers are determined to even up the score when they meet on the diamond.

Information Wanted.
Cripple Creek, Colo., July 15, 1901.
Editor Nugget:
Dear Sir—Will you be kind enough to answer this and let a father who is nearly distracted if you know anything of the killing of a young man in the Klondike by the name of Merrit F. Beal. Please give particulars and oblige his father. Address, J. O. SHERMAN, Box 1091.

REPORTER ON NEWS IS LOST

Drifted Down Broad Bosom of Yukon to Meet Susie

In Order to Have First News of Lower Country—Saw Steamer but Failed to Connect.

WANTED—A "star" reporter to work on sensations; one with a vivid imagination capable of producing "unprecedented storms" and telegrams "that will read" at will. Must also have some knowledge of how to handle a canoe.

The foregoing "ad" it is thought will appear in the "want" column of the News this evening and should prove a golden opportunity for brilliant and brainy young men with acrobatic tendencies. When word was received yesterday from Eagle that the Susie would be in today the News conceived the magnificent idea of dispatching a man down the river to meet the boat, board her and secure all the news of importance before hand, have his copy ready for the printers by the time the steamer reached here, throw it in o type and issue an extra in the morning, thus taking to some little extent the wind out of the Nugget's sails. With that end in view "Prof." George silently stole away in a Peterboro canoe at 1 o'clock this morning armed with a quire of paper and a gross of specially prepared pencils. The balance of this sad story is best told in the language of one of the deckhands who was an eye witness to the melancholy termination of so brilliant a scheme.

You see it was like this: I was standing for and down the river 'bout thirty miles I see a fellow on a bank wavin' his hands an' hollerin' like mad. I yells out to him and he says he wants to come aboard. De captain he sees him and shuts off de steam and tells de guy to come on with is canoe. Well, sir, you'd a died to see de way dat bloke handles dem oars. He turns round an' round and we all de time was a flosstin' down stream. De steamer tried to back up to him but he gets so rattled he loses an oar and we couldn't get anywhere near him. We spent a half hour trying to pick him up and puty soon de old man gets mad and says somethin' 'bout what 'ell's de matter with dat guy anyhow and we goes ahead. De last ting I sees he was out on de bank hollerin' like hell for some one to come out and pick him up."

NEWS OF RAMPART

Rich Strike on Glenn Creek 30 Miles Back.

News was received on the Susie this morning of a new strike of extraordinary richness having been made recently in the Tanana district adjacent to Rampart. J. Wesley Young, formerly manager of the S. Y. T. branch at Rampart, is en route outside and from him a Nugget man secured the account of the new find as well as other interesting information concerning the lower country. The discovery referred to was made about six weeks ago on a small creek which has been christened Glenn gulch, the discoverers being three men by name of Dillon, Bardsley and Belsa. The gulch is a tributary of Rhode Island creek which flows into Baker creek and the latter into the Tanana, the new camp being about 30 miles from a divide from Rampart. There are but eleven 1000-foot claims on the gulch but if they all turn out as well as discovery the creek through a short one will prove a world beater. But one hole has been sunk and bed rock was found to be but eight feet deep, there being four feet of muck and the same amount of gravel, the latter carrying pay all the way down. The richness of the ground does not lie wholly upon bedrock as is so often the case, but the entire depth of gravel runs uniform from top to bottom. The best pan so far found went only \$4.75, but the panings alone from a space 4x7 taken out in the single hole sunk yielded over \$500. The gold is fine and does not appear to be of as high grade as that from Minook. The opinion of old miners is that it is a separate and distinct run from any yet discovered.

The Minook country has not been as prosperous during the past year as it was the year before, said Mr. Young, and until the new discoveries spoken of were made the work was principally confined to Little Minook. The Me-

Grow claim, which is the best known of any, is pretty well worked out and has yielded a fortune for its owners. The strike on Glenn gulch is the best thing I have seen in some years and I believe it will lead to the making of other finds equally as good. Though on the Tanana slope of the mountains the new district is directly tributary to Rampart, being only 30 miles distant. At the time I left the water was boisterous considerably, but as the ground is shallow and will be worked from the top that difficulty will be easily overcome. Some good finds have also been made on Rhode Island creek, the parent of Glenn gulch, but the exact nature of them I am unacquainted with. In that same section there is a vast territory which is practically unknown to the prospector and in view of the recent discoveries I know of no other part of Alaska or the Yukon which offers greater inducements to the miner who is not afraid to get out and rattle."

COMING TO THE YUKON

Captain James Cox to Sail From Victoria to Dawson.

A voyage heretofore looked upon with a good deal of fear and trepidation for craft of the river type is to be undertaken by Captain James Cox, a Columbia river navigator, who leaves today for Dawson, via St. Michael, in command of the sternwheeler Casca. The vessel formerly plied on the Stikine river. A few months ago she was taken south and in the mean while has been in the hands of mechanics being made ready for her present trip of three thousand miles or more. What these preparations are a landsman can hardly conceive. A breakwater has been built upon her deck forward to prevent the sea from break over her. Iron rods have been installed as braces all about the sides of the ship. Extending almost from stem to stern are timbers three tiers high and securely bolted to the main deck. These are known as keelsons and to them are fastened other braces running to the sides of the craft and connecting with the rods mentioned. On the spacious upper deck somewhat similar precautions have been taken, while surmounting the whole home work of the steamer are a number of large chains stretching from a "hog" post situated in the extreme stern to another located immediately in front of the pilot house.

With all these stays and supports and braces, Capt. Cox looks forward to making the voyage in perfect safety. He will not be escorted by any craft. His course will be to Juneau, thence along the Alaskan waters to Behring sea, and from Yakutat through False Pass to St. Michael. An eight-knot speed will be maintained as long as the weather will permit, but if the sea is found stormy the vessel will remain in shelter. The whole trip, Captain Cox thinks, will occupy about 20 days.

The Casca has been purchased by Brenner & Adair, of Dawson, and when she reaches her destination and the keelsons and other temporary supports have been removed, she will be placed in the Yukon service, plying between Dawson and St. Michael. She is a vessel of about four hundred tons register, and has big passenger and freight accommodations. She carries a crew of 18 men, all of whom will take passage on her from here. - Victoria Times, July 17.

Mr. Coyney Visits Dawson.

Mr. Weston Coyney of Skagway, one of the best and most experienced newspaper writers and correspondents in the west, arrived on his first visit to Dawson this forenoon. For the past 18 months Mr. Coyney has been correspondent for the Daily Nugget at Skagway and to his vigil and keen perception of news matter is due the fact that the Nugget scoops all contemporaries all the time. Before coming west Mr. Coyney was for many years on the editorial staff of the New York Herald. He will remain in Dawson several days, having installed a "sub" in his position of Nugget correspondent at Skagway.

Lawn Tennis.

The games in the Yukon Lawn Tennis Club's tournament are now rapidly approaching the final sets. Yesterday afternoon J. K. McKee (owe 15%) played J. Stanley Long and after a very closely contested game won by a score of 6-4, 4-6, 6-4. The winning of this game puts Mr. McKee in the final round and entitles him to play for first place in the men's singles by meeting the winner of the match between Hughes and Herbert which will be played tonight. A match was also played in the ladies' singles yesterday between Mrs. Seddon (owe 30%) vs. Miss Richardson (receive 15%). Mrs. Seddon won the game by a score of 6-4, 11-9.

RECEIVED BY WIRE.

MRS. KRUGER IS DEAD

Wife of Ex-President of the Transvaal Dies at Pretoria July 20.

BOTH'S LETTER PLEASED KRUGER

Which Details Future Movements—Boers Still Confident.

CRISIS IN STRIKE IS NEAR.

David B. Hill Presidential Candidate—Terrible Kansas Weather—Capt. Healy on Top.

From Thursday's Daily.

Paris, July 21, via Skagway, July 25.—A dispatch from Brussels says former President Kruger has just received a cable notifying him of the death of his wife which occurred yesterday in Pretoria.

Dr. Leyds, representative of the Transvaal, has been summoned in haste to Hague on account of the divulging of the Reits-Reyn correspondence captured by General Broadwood. "It is said that within the past week Kruger has received a highly satisfactory letter from Botha in which a detail of future movements are given, everything going to show that the Boers in the field are as determined and confident as ever.

Crisis in Near.

Pittsburg, July 21, via Skagway, July 25.—A crisis in the history of the present strike is near at hand and both sides are confident. Non-union mills are running on full time. Two big meetings of strikers were held yesterday, one endorsing the other condemning non-unionism.

Hill for President.

New York, July 20, via Skagway, July 25.—The World says David Bennett Hill is out for the presidential nomination and that Bryan will do all in his power to defeat him.

Terrible Heat.

Kansas City, July 20, via Skagway, July 25.—For 31 consecutive days the temperature has been above 90 degrees and most of the time 100. All the small streams in Kansas are dried up.

Captain Healey on Top.

Seattle, July 21, via Skagway, July 25.—Capt. J. J. Healy has organized a company to develop the Yukutat Bay country, establish stores and operate a steamer line from Seattle. The capital of the company is \$250,000.

Electrical Storms.

Grove City, Pa., July 19, via Skagway, July 25.—A fierce electrical storm today resulted in four deaths.

Ex-Premier Coming.

Manager H. T. Willis of the Canadian Bank of Commerce received a telegram from his brother Mr. Frank Willis this morning stating that the latter in company with Sir McKenzie Bowell had arrived at Skagway this morning and will leave there for Dawson tomorrow. They are coming on a pleasure trip and will probably remain some time. Sir McKenzie Bowell is ex-premier of Canada.

Road Estate Roofs Removed.

The dirt and clay roofs which have covered the buildings in the barracks square since their erection three years ago are now being removed and are to be replaced with chequise shingles. A number of the men who are devoting their time to work in the government industrial colony have been put to work on the building and the changes in the roofs are rapidly progressing. The buildings which are receiving the new shingled roofs are the guard room and goal, the offices, including the police court, the barracks rooms and canteen, Major Primrose's residence and Sergeant Major Tucker's quarters.

Sweet Singer Arrives.

Miss Mary Case a well known Eastern operatic soloist was an arrival on the steamer Canadian this morning. Miss Case is possessed of a contralto voice wonderful in its range, sweet in quality, flexible and always under perfect control. She has been giving concerts at various places on her journey from Boston to Dawson and will make arrangements for a concert here at some date in the near future.

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Steamers between
White Horse:
"Canadian" "Whitehorse"
"Yukoner" "Bally"
and five freight steamers.
meeting with passenger trains
within an hour of the Yukon
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Advertisements made on application
to the Manager.

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Printing