

MORE RECORD BREAKING MUSHING.

Journey From New York to Dawson

sheep, 60 head of horses and 19 mules. The soundings aboard were John J. Doyle and J. H. Hewitt, while the newcomers of importance included, R. M. Kleinschmidt, Miss Dillie Browning and Miss E. Bray are acquisitions to the Dawson stage. The other passengers were:

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 steam-boat. **HIGH-GRADE LIQUORS AND CIGARS A SPECIALTY.**

DAWSON'S FINEST

GEO. NOBLE, Mgr.

THE KLONDIKE NUGGET--Supplement

DAWSON, Y. T., WEDNESDAY, JULY 26, 1899

THE TRUTH ABOUT CAPE NOME.

Prominent Dawsonites Return From a Tour of Inspection.

Dan McLennan Denominates it a Grubstake Country--Ed McConnell Finds Two-Cent Dirt--The Stampede a Big Fake.

Cape Nome as she is was described to the Nugget Monday by men of experience who have been there and know what they are talking about. They included Ed McConnell and Dan McLennan, both of whom are known the entire length of the Yukon, and than whom few are better qualified to properly size up a mining camp. It may be assumed, therefore, that a reliable estimate of the country has at last been secured. The two men, with others, arrived home on the Monarch Monday, having been the first to reach the Nome country after the spring opening. They visited the several creeks personally, inspected the work being done by others and prospected with their own hands.

"My estimate of the country said Mr. McLennan, "is that it is a grub stake proposition. There is gold there, but not in large quantities, and it is a hard country to work in. The only wood there is on the beach, the working season is very short--everything was still frozen up when we left there the first of July--and it is hard travelling; the nigger head swamps of the Klondike are like macadamized roads in comparison. Then, too, the country was all taken up and is practically held by five men, who took a lot of Laplanders and Esquimaux over there during the winter for the purpose of staking. I think the district would accommodate about 400 people. Sid Wilson and Billy Ash rustled up about three ounces of dust while there, but it was hard work to get it. Very few people are at work in the country, consequently there is but little native dust in circulation. I think the country will be as good as that about Circle."

"In my opinion," said Mr. McConnell, "it is a steamboat boom and the biggest fake I ever heard of. There are colors everywhere in the country, but no paying gold. I visited every known creek in the district but snow and panned the ground wherever I found men at work, and the best I found was 2-cent dirt. There are only four camps engaged in sluicing in the country; and, although they have only to shovel the dirt from the virgin soil into the sluice box, \$5 per day to the man is the best that has been done. The gold is practically at the surface and there is no trouble to get what little there is. Fifty cents to the pan in selected ground is the best I found and it was on bed rock. Price, the man reported as having taken out \$10,000 from No. 8 on Anvil creek, has quit work because it wasn't paying, and Julius, of No. 6, was getting ready to quit when I left. A lot of bum sailors and runaway whalers have claims there, and they continually dog a man about trying to sell to him. At first men offered to sell for \$50,000, and before we escaped from them they offered us the same claims for \$50 each. Down at Nome the people believe that \$10,000 came from Nome all right, but it was after it was first sent over there from St. Michael by one of the transportation companies."

Asked about Nome City, Mr. McConnell said there is quite a little life there at present, but that it will not last long, as there is nothing on which to justify investment. No substan-

tial buildings are being put up, and Puget Sound lumber, which was first offered for \$150, is now selling at \$50, with few buyers. There were six saloons in the place, but all of them were closed up, for some unknown reason, the day Mr. McConnell left. The A. C. Co., A. E. Co. and N. A. T. & T. Co., all have little stores there. Sam Herron, a son-in-law of Captain Healy, has eight horses there and charges 20c a pound for carrying freight to Anvil creek, a distance of four miles. There are now about 3500 people in Nome City and the creeks, and they are going and coming in about equal numbers. Many capitalists are now on the ground, but little investment is going on. Provisions are very cheap.

A Nevel Boat.

Early Monday morning, on the 5th of June, a test of a new kind of river boat was made in a slough of the Klondike river, back of Boyle & Slavin's saw mill, at the ferry, with great success.

The test was made with a scow especially constructed for the purpose, 6 feet wide and 20 feet long, calculated to carry three tons, destined for freighting on the Klondike to the mouth of Hunker creek. The scow works automatically against the current by means of a waterwheel that can be raised out of the water when stopping, the current furnishing the necessary energy to drive the scow against itself, the axle rolling itself up on a rope fixed ashore or on a chain lying on the bottom of the creek. The wheel is 5 feet in diameter, nearly as wide as the scow, and has 10 float boards.

The scow will be run by ropes till necessary gear can be obtained from the outside. The working drawings for every detail of the mechanism have been made.

The speed depends on the width of the wheel, size of scow and velocity of the current. In the test one-third of the speed of the current was obtained, but it can be increased to a great deal more, the size of the driving pulley not being arranged for ropes originally. It has been well known among acquaintances of the inventor that he had conceived the idea of an up-stream boat about a year and a half ago during his stay at Lake Bennett and made the preliminary calculations; and, although he made a satisfactory trial on the Klondike last summer with a small rough model, circumstances prevented him from putting the idea to a practical test until lately, and lack of suitable material has delayed the work this spring, when he associated himself with Captain N. H. Johnson, who is an experienced navigator, formerly sailing the Baranoff, of the A. C. Co.

The captain has built the scow, and thinks very highly of the new invention in which he is interested. The captain and the inventor are both Norwegians. Mr. Lehmann had done important work as a constructing engineer for the World's Fair in Chicago, for which he also designed the enormous spiral tower, the foundation of which was built only, as it was started too late to be completed for the opening of the Fair. Mr. Lehmann has been practicing as a civil engineer and surveyor in Dawson. He is at present in Ottawa securing patents, and also gearing for several boats to be operated on the Klondike this summer.

Big Salmon Another Fake.

The alleged strike at Big Salmon, is declared by the members of the Healy party, so-called, who returned from there Monday, to be an even greater disappointment than Nome--a pure fake, in fact. The party was made up of Mr. Compson, Charles King, Jack Rother, E. L. C. Delapole, Frank Chambers, Frank Reynolds, Colonel Hill and Mr. McKellar. They went up on the Eldorado three weeks ago and made an exhaustive examination of the country. On discovery they found two men working, but getting ready to quit, as they were not washing out anything. One of the two said that the best done by the discoverers was to take out \$81 in five days with seven men shoveling into a flume. On 3 below discovery the Healy party could not get a color on bedrock. The man who operated the ferry showed them a nugget worth \$21 that he bought from the discoverers, but he could only say that they claimed it was found on Big Salmon. The ferry has since been suspended, as the prospectors have built a series of bridges that do away with its necessity.

The party reports that some steamboat men tried to work up another stampede to Mendocino, a creek emptying into the Big Salmon about five miles below Cottonera. The place was visited by the Healy party, who washed sixty pans of dirt without finding a color. They denominated the reported strike as the worst kind of a skin game.

The Tyrrell Damaged.

Information was brought to the city Monday to the effect that the steamer Tyrrell was badly damaged by striking the rocks at the Five Finger rapids on her way down. After drifting down the river a couple of miles she lodged on a bar, where she now is. Her passengers were transferred to the Columbian, and one of them told of the accident as follows: "The boat was passing through the right channel of the rapids when she was thrown too far to the side and struck sharply amidships against a pile of rocks some feet out from the shore, with the result that a hole was stove in her side and her blow-off pipe was broken. The break in the pipe caused all the steam and water in the flues to escape rapidly, making quite a din and driving the men below outside. A woodpile fell down upon the horses, too, adding to the din and excitement. After drifting down the river some distance the boat, which was helpless, lodged against a bar. The compartment where the hole was filled partially with water, but that damage was not serious. However, the escape of the water by the broken pipe caused the flues to leak, and that proved the most serious mishap."

Porcupine a Non-Producer.

The argonauts who lately arrived in Dawson by way of the Mackenzie and Porcupine rivers are responsible for the statement that no gold has yet been found on the second named stream, though there are many prospectors on its waters. Several large parties are known to have gone to the Porcupine from Dawson, and this is the first report received concerning them.

Next Nugget Express messenger leaves for Seattle Aug. 1.

Letters and packages delivered promptly--orders for merchandise executed in Vancouver, Victoria, Seattle or any part of the United States without any charge or commission. Office Aurora building, 2nd and Front Sts., Dawson.

Dr. Brown is now located in his old office in the A. C. block.

New and complete equipment, moderate charges and work warranted.

The NUGGET has removed to Second avenue,

just north of the Melbourne hotel.

Luxurious rooms: The Regina

Open day and night--The Regina.

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BUILDING
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The steamer Monarch, of the transportation investigation Company, returned on Monday from a trip to St. Michael, the journey up river being accomplished in 15 days. This boat was among the first to leave with stampedeers for Cape Nome, and she numbered among her passengers on the return trip several who went down on her, which speaks eloquently of the treatment they received aboard. The passengers up included Mr. and Mrs. Ed McConnell, Billy Ash, Charles H. Norris, J. T. Stevens, S. J. Wilson, G. A. Dinsmore, Dan McLennan, G. W. Foss, J. B. Carter, E. T. Bartlett, Chris Lerun and B. A. Chilbers.

The Bonanza King sailed proudly into port on Monday noon after a quick passage from White Horse rapids. On board was a large passenger list, 32 tons of freight, 250 head of

a native of Belgium and that a Frenchman who sent for her sold her to an American for \$500. The woman had undoubtedly been sold for shipment to the mining camps.

Out on Bail.

Owing to the persistence with which Pat Galvin looked after their interests, the remaining members of the Yukoner's crew were released from jail on Saturday. They included Captain Larsen, Pursar Cunningham, F. N. Jackson, E. J. Hickey and Herman Franz. The bail was reduced to \$500, which was furnished by Mr. Galvin, John Simin and Charles S. Rogers.

The Pioneer Drug Store has just got its winter stock. It's big and well assorted. E. Sheff, chemist.

Open day and night--The Regina.

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