

MARCH 11, 1902
 TUESDAY, MARCH 11, 1902.
 MEATS, Poultry, Fish, Game.
 WALL PAPER
 SON BROS.
 COMPANY
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 Boys
 STOCK CO.
 Monday, March 11
 a Kind
 PATCH DOG
 Successors to
 Pacific Steam
 Whaling Co.
 Ship Co.
 "Dirigo"
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 Seattle, Wash.
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The Largest Locomotive

The Schenectady, a giant locomotive with a length equal to half the width of Niagara Falls, and powerful enough to haul trains one and a half miles long, has just been completed and put into service on the Santa Fe Railroad.

It is the largest and most mighty locomotive ever built. During the thirty years each successive type of engine has been slightly larger and more powerful than its predecessor, the way the growth has been so gradual that we may have failed to realize that big locomotives were being built these days.

There was nothing gradual about the Schenectady. The present locomotive, when compared with the side with this mighty monster like a midge. The Schenectady's box alone is as big as the engine in an average New York locomotive. Without its tender, it weighs fifty tons, and the engine alone weighs twenty-one times as much as the historic De Witt Clinton, the first passenger train in New York State, and many more than the Peter Cooper, which held the title, now held by the Santa Fe engine, of the biggest and most powerful locomotive in the world.

As the new world's champion will be officially referred to in the circles, could haul the harvest of 10,000 acres of wheat across the American continent with ease. Some of the particularly big assistance from the locomotive would not be desired, but the Schenectady is capable of carrying out the contract with any help at all it absolutely requires.

The idea of the enormous size of modern railroad giant may be gathered from the statement that a man of ordinary height standing on the top rung of a twelve ladder reared against the front of the engine could barely see down the smokestack. Three men standing upright one above the other equal the total height of the locomotive. The boiler tubes, all of one-quarter inches in diameter, taken out and placed end to end would make a pipe a mile and a half long.

One of the most remarkable features of its construction is the unprecedented heating surface. A few days ago an eight-coupled mineral hauler engine was put into service on the English railroads and the technical journals referred to its enormous and hitherto unapproached heating surface—2,500 square feet in English construction.

The heating surface of the Schenectady is nearly double that of the English record breaker, or exact 4,000 square feet. Between tube and tube the American engine's boiler measures eighteen and a half feet, and the big barrel—big enough to measure the one and a half feet of boiler tubes.

The Schenectady's service tests on the mountains of the west will attract attention of railroad engineers all over the world. Locomotive men in England and the continent believe that their American rivals in competitive building line had gone down when the hundred-ton monster, when James J. Hill's twelve locomotives, weighing 100,000 pounds each, were being built. They were evidently built for size and looks. The Schenectady was being built for service, considered absurd. Next to the mastodon consolidation engine of the Illinois Central, which weighs 200,000 pounds, the next jump was to 330,000 pounds, a consolidation engine for the Carnegie Steel Company. This locomotive was built at the same time and is used in hauling steel and other metal from the Edgar and Blaine furnaces to the Homestead works, on the opposite side of the Monongahela river, where it is used.

The enormous weight of the engine and the great length which it has to be hauled, necessitated the employment of a very large locomotive for the ore train. The 115-ton engine was built by the Carnegie company, the engineering authorities in this country said that the Americans had been building with monomania of big things, and that this monstrous engine was a case in point. Their opinion of the Schenectady, which weighs 30,000 pounds, has not been expressed.

At the rear end of the tender to the pilot No. 989 measured seventy feet. The top of the smokestack is sixteen feet above the engine. After the engine left the American Locomotive Works at Schenectady, N. Y.,

time. He said he regained consciousness on the 9th of this month, the first time he had had a lucid interval in four years. Ruby Luckhardt, whom he married in this city, and Mr. Biagiana, his father-in-law, who came here from San Francisco, were witnesses.

During his attorney's argument the court was moved to tears, but throughout the taking of testimony he acted calmly.

Since the case started yesterday morning, the courtroom has been packed with spectators, a large number of them being women. As soon as the jury gave its verdict many of the women shook hands with the count and offered words of sympathy. The defendant will be tried this week on a charge of perjury in swearing that Ruby Luckhardt was over eighteen when he obtained the marriage license.

Prince Henry to Dewey.
 Washington, Feb. 15.—From an authentic source today came information regarding the report that Prince Henry had written a letter of apology to Admiral Dewey. The information was not received from Admiral Dewey himself, but from an intimate friend of his, and can be absolutely vouched for.

The Admiral recently received a letter from a member of the United States Embassy at Berlin, in which the writer gave a resume of the conversation he had with Prince Henry at the dinner given to the latter by Ambassador White prior to the Prince's departure for America. In that conversation the Prince, referring to his having hoped to return from the East via San Francisco, after his service in the China squadron, but having been obliged to hasten home via Suez on account of his mother's illness, agreed with the remark that the present was a much more opportune time for his visit and said:

"I know you Americans feel very sore about affairs in the East, and I do not blame you. I myself made a mistake which I see is now being exploited by the English press to create a prejudice. When at Hongkong at a dinner on the Deutschland, (the Prince's flagship in the east) Commodore Dewey was present and was the senior officer.

"There were two Russians, some English and officers of other nationalities which I cannot now recall, when I proposed the health of first, the 'Zar of Russia, then others, and last of all, the President of the United States. Dewey was offended, as I learned the next day, and I realized I had made a great mistake. I immediately went on board the Olympia and saw Dewey, who accepted my apology most graciously."

The Prince added that he was well aware that a mistake had been made on the German part, but that his relations with Admiral Dewey had always been of the most agreeable and pleasant character. He sent his highest regards to the Admiral and expressed his sincere hope of seeing him during his visit to America.

Was Quickly Arrested.
 New York, Feb. 27.—A man who pretended to be a mail carrier was arrested and hustled, struggling, through the crowd at the Jersey City terminal early yesterday, just as Prince Henry boarded his special train for Washington.

The prince had stopped for a moment at the rear end of his car, and was chatting with a few gentlemen. He quickly stepped beyond the car that he might more readily observe what was doing, when he saw a policeman struggling with a man in plain clothes, who was vigorously protesting against arrest.

The policeman forced the man toward the ropes, dragging him into the crowd and hurried him along the street.

It was learned that the policeman had been watching the man, who persisted in remaining in the neighborhood of the prince's car, and, becoming suspicious, had decided to take him into custody. The officer said his prisoner had attempted to enter the prince's car.

Outside the station the man said his name was Lemuel Cramer, and displayed a shield which he said identified him as a mail clerk connected with the railway; said he had only wished to see the prince; that the affair had been a lesson to him, but he thought he could have explained matters to the police if they had given him an opportunity. He was fined \$50.

Disasterous Fire.
 Special to the Daily Nugget.
 East London, Ont., March 10.—The Columbia Handles Company's factory was destroyed by fire. The loss is \$25,000. Seventy men are thrown out of employment.

His Troubles 'Oer.
 Special to the Daily Nugget.
 Toronto, March 10.—Samuel Miller, discouraged over failure to find employment, drowned himself this morning by jumping into the bay.

EXCELLENT SHOWING

Less Than \$4,000 Taxes Remain Unpaid

Shrinkage on Total Assessment Will Be Little Over One per Cent.

The tax collector's office in Dawson probably presents a showing today that is unequalled, considering the amount involved, in any other city in the world. Out of a total assessment of \$145,000 in taxes against the property, both personal and real, and the incomes in the city, less than \$3,500 yet remains to be collected. A shrinkage in the amount collectable and that assessed of \$10,000 was allowed, only \$135,000 being figured upon, but that sum has been largely already overcome, all the arrears of previous years have been paid in, and the showing is remarkable indeed. Within the past week Collector E. Ward Smith has found it necessary to round up a number of those who were delinquent on their personal and income tax. Accompanied by Corporal Cobb a call was made upon them with the result that the following day the social exchange of courtesies was repaid, the taxpayer departing with a slip of green paper in his hands which certified that he had paid his share toward the running expenses of the city for the current year. Mr. Smith is of the opinion that the shrinkage on the total assessment of \$145,000 will not exceed one or one and a half per cent.

Georgia is Deluged.
 Atlanta, Ga., Feb. 27.—The South-eastern Gulf states were deluged by rain last night and tonight. The precipitation was very heavy and at Columbus, Ga., a bridge was swept away this evening. The rainfall there was almost a cloudburst, the Chattahoochee river rising at the rate of two feet an hour. Several washouts were reported on a number of roads and trains out of Columbus were annulled. There has been no loss of life.

There were several washouts on the Seaboard Air line between here and Albany, Ga., which stopped traffic on that line. Several washouts are reported on the Southern between here and Shiloh.

After an intermittent rain of two days, Birmingham was deluged this afternoon.

Flooded tracks are interfering seriously with street railway traffic and tonight the rainfall had not ceased. All streams are swollen and rapidly rising.

In parts of Georgia the merchants are busy tonight removing stocks from stores to places of safety.

At Atlanta the rain fell in torrents all day. The precipitation at 8 p.m. was 3.36 inches. The barometer is the lowest ever recorded.

In the southwestern section of this state the rain and wind storm almost attained the proportions of a tornado and it is feared much damage will result.

At Savannah, Ga., a terrific surf is running tonight and the wind is blowing fifty miles an hour.

At Tampa, Fla., the hurricane signals are out and the wind is blowing thirty-four miles an hour, with increasing speed. All boats are close in port, and a severe storm is raging in the Gulf.

Martin, Fla., was struck by a hurricane and scores of houses were demolished or damaged. There was a cloudburst in Tampa and the town was flooded.

The Pacific Northwest.
 Spokane has a population of 52,120 according to the directory of R. L. Polk & Co. for 1902. The population of the city, as given by this authority, shows an increase of 2,095 over the previous year.

L. G. Thomas died at his home in North Kittitas county, aged 73 years. Mr. Thomas was one of the old settlers in that valley. He leaves a large family of children, nearly all of whom reside in the vicinity.

Capitalists, it is said, are interested in a proposition to construct an electric line along the north bank of the Columbia river, from Vancouver to Pasco, to tap large belts of agricultural lands in Yakima, Klickitat, Clark and Skamania counties.

Hon. H. W. Corbett, president of the Lewis and Clark Centennial Exposition Corporation, has selected the following citizens to act as a committee of ways and means: W. D. Fenton, Adolphe Wolfe, John F.

O'Shea, G. W. Bates, Leo Friede, A. H. Devers, I. N. Fleischer.

Mrs. W. E. Du'vall, of Wilbur, died during an operation necessitated by an accident. A cow tied to a hay rack pulled it over, crushing the woman in the snow, where she lay from 5 to 7 o'clock, her husband being in town. She remained conscious from the first, though nearly frozen.

Burglars entered the postoffice and the Miners' Supply Company's store at Bossburg and cracked the safes in both places. They secured about \$300 from the postoffice and about \$40 from the store. The work of the cracksmen were done while the delayed passenger train filled with people waited on a siding near by for the big slide ahead to be cleared from the track.

Winona Junction, twenty-seven miles west of Cullfax, on the O. R. & N., is to have a flour mill with a capacity of 180 barrels per day. The mill is to be erected by the Winona Milling Company, which has secured a water right, and will be run by water power furnished by the Palouse river.

Special power of attorney forms for sale at the Nugget office.

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F. W. Parker, Gen'l Agent, Seattle, Wn.

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Speaking of Printer's Ink, we have barrels of it, all colors; also the most complete line of Job Stock ever brought to Dawson.

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