

## BUSY DAYS ON THE RIVER.

**Boats Are Going and Coming Almost Without Intermission.**

**Columbian Arrives Without Any Mail—Tide of Travel About Equal Each Way—Levee Improvements.**

When the steamer Canadian reached town from White Horse on Friday every member of her crew wore a smile of satisfaction, while their hands played a merry jingle with divers gold coins concealed within their pockets. Upon inquiry it was learned that this happy condition was the result of the payment by Norman McCawley, proprietor of the White Horse tramway, of the \$500 offered by him as a prize to the boat making the quickest trip to the rapids. The Canadian's record of 3 days 21 hours and 45 minutes took the stakes, which were divided among the members of the crew. The Victorian brought in the following passengers: O. Knudsen, G. W. Munger, Mrs. Dunkeley, T. Eggert, F. C. Boyd, Mrs. Little, Mrs. McDonald and son, Mrs. S. A. Bonifield, G. W. Van Meter, F. L. Stewart, J. G. Taylor, E. Jones.

The A. E. Co.'s steamer Arnold, Captain George McNoble, returned on Saturday from St. Michael with a cargo of provisions and a few passengers.

Two beautiful seagulls made their way up river Saturday, and they struck such a fat feeding ground along the levee that they took up what promises to be an all-summer residence here. Mischievous small boys and thoughtless boys of a larger growth who may be tempted to imperil the feathered visitors are reminded that the gull is protected by special laws and their destruction is punished severely.

The steamer Sault Ste. Marie, which arrived in port from below about three weeks ago, is now a thing of the past. After her purchase by the N. A. T. & T. Co. she was entirely dismantled, nothing being left intact but the bare hull, while the machinery was placed on the N. A. T. & T. dock and will be used to generate electricity for the lighting of the company's buildings and premises, including the levee.

The N. A. T. & T. Co. will this week erect on their dock two huge boom derricks, 40 feet in length, which will be employed to hoist freight from the boats to the dock. They will be operated by a steam derrick.

Word was received Monday that the steamer Merwin had finally succeeded in passing the Fire-Finger rapids and reaching White Horse rapids.

The steamer Ora, of the B. L. & K. N. Co., arrived in Sunday with a nice passenger list, made up as follows: Mr. and Mrs. Ed. Herring, P. H. Bense, H. Griffith, Mrs. Nelly, W. Hughes, R. J. Ross, L. E. Ward, E. A. Stephenson, A. McLeod, R. Refreit, W. F. Povat, L. Peche, H. B. Mitchell, M. Graham, H. Stephens, Mr. and Mrs. J. M. Gilbert, L. H. Jewell, Mrs. Donnae, C. H. Whipple, Camella Vogli, Mrs. Jaque, W. A. Reid, Frank Goodwin, J. Klein. It was learned from the passengers that the name of the surveyor drowned in Five Fingers on August 2 was Frank Rickard. The body of Peter Dunn, drowned at the Five Fingers, was entangled in the cable when found.

Captain Nesbitt, of the John C. Barr, reports that the E. T. Co.'s new boat, with the six propellers and three smokestacks, a full description of which has been published in this paper, started for Dawson with three scows; but she found the trip a discouraging one and turned back. The Dawson management have heard nothing official concerning the trip, but expect to do so with the arrival of their next boat.

The John C. Power arrived up from St. Michael Monday with a cargo of provisions and about 30 passengers. The St. Michael, of the E. T. Co.'s fleet, also arrived in Monday with a

cargo of beer, consisting of 918 barrels. The steamer Leah, of the A. C. line, broke her shaft while on the Circle City flats the other day, and is laid up there, with the Alice in attendance.

The John J. Healy is now on ways and ready to be launched in the water from the bar on which she has been a prisoner for several weeks.

The steamer John C. Power unloaded a lot of machinery at Fortymile to be used in hydraulic.

The Columbian arrived from White Horse rapids on Tuesday morning, bringing 60 head of cattle and the following passengers from the outside: Rosa Miller, Miss A. A. Wachter, O. A. Wachter, Mrs. Miller, Miss J. Burns, A. M. Sorley, Mrs. Dorfner, Mrs. Adair, H. Blake, S. E. Bonnie, Miss Belle McCormac, Mrs. B. Davis, Mrs. Meredith, Mrs. Maulder, Ida Johnston, R. Butler, E. J. Butler, Rev. Fr. Desmaris, B. T. C. Damair, R. Berke, Captain Sutherland. There was no mail aboard the boat but a little picked up en route.

### Was Nothing in It.

Some person having lately started the story that the death of Charles Eschwege on June 29 was due to violence, Captain Scarth, conducted an inquiry at the instance of Colonel Steele. The testimony was to the effect that on the night prior to his departure, Eschwege engaged in an altercation before the Aurora with a soldier. The latter finally said, "you d—d scoundrel, I'll have you wearing a ball and chain where your son is," whereupon Eschwege struck him. The men clinched and fell and Eschwege struck his face on the walk, causing it to bleed. Constable de Beaujeu arrived on the scene and ordered the soldier to the barracks, while Eschwege was taken to the Popular lodging boarding house by R. J. Hilts. Next day Eschwege had a fainting spell and complained of not feeling well; he did the same on the Ora, which he boarded for the outside. He ate little at supper time and at about 9 o'clock he passed away. Upon the return of the body from Indian river, Dr. Thorupson examined it and reported death to have been due to heart disease. When all these and other facts had been secured, Captain Scarth decided that there was no evidence that death was due to anything but natural causes.

### Miners Enter a Protest.

Three hundred miners of Bonanza and Eldorado have served Commissioner Ogilvie with a protest against the building of the government trail on the ridge above the right limit of Bonanza, instead of in the gulch, as has been learned is contemplated. The petition sets up that such a trail would be of no use to the gulch claims, that the proposed branch to the forks would require repacking—that, indeed, the trail would be no improvement whatever to the existing conditions and would be practically useless. It is also shown that the gulch affords a good natural roadbed and that excellent building material lies along the way. The petitioners offer their cordial co-operation in the construction of a highway in the gulch, and pray for a hearing before it is definitely decided to construct the ridge route.

### Important Visitors.

Dawson people who have wondered long and earnestly when the government is going to issue grants for the lots and pieces of land it has sold, will be interested in learning that Mr. A. McLeod, of Morden, Manitoba, is here for the purpose of facilitating that act, having arrived on the Ora Sunday, accompanied by W. F. Pevoh, his secretary, and R. Rinefret, a surveyor. The gentlemen will also take occasion while here to establish the Torrens system of registration, which will greatly facilitate the recording of property.

With the other official also is Mr. E. F. Stephenson, of Winnipeg, who is inspector for the land and timber department and who will inspect the offices here.

See the new consignment of men's suits, negligee shirts, underwear, hats, hosiery, etc.; H. Hersberg, first door south of Madden House, Front street.

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