

## The Klondike Nugget

TELEPHONE NUMBER 12  
(DAWSON'S PHONE SYSTEM)  
ISSUED DAILY AND SEMI-WEEKLY  
GEORGE M. ALLEN, Publisher.

From Saturday and Monday's Daily.  
NO BOOM.

There is no mistaking the fact that operations in quartz mining will be undertaken on a large scale before the lapse of a great many more months. The air is filled with stories of croppings discovered, and ledges revealed, and behind all this smoke the Nugget confidently believes there is no little fire.

Capital is at hand to push matters forward. Farsighted men whose knowledge has been gleaned in the great quartz camps of the world have taken hold and are backing their opinions with good coin which is the most substantial manner of exhibiting faith that can be suggested.

In short, it seems certain that the Klondike district is on the eve of great quartz developments. Actual work is already being done and much more is being promised for the coming spring. There are no indications of a mere "boom." What has been accomplished thus far has been done in sober earnest and in the belief and expectation that results will justify every day's work and every dollar that is expended.

The "boom" period in the Klondike's history is passed. The fact has been well demonstrated in this community that mere talk cannot create values. Something more substantial must be shown. Real estate will not advance nor is any impetus given to trade as a result of mere speculation as to future wealth.

Whatever money is being invested at the present time is placed upon merit only—a fact which speaks volumes for the future of the district.

Many skeptics who, two or three years ago, scouted the idea that the country contained any live quartz will very shortly be forced to change their minds. They cannot blind themselves to facts, and facts of a startling nature are already staring them in the face.

The Klondike is not looking for a "boom" by reason of the simple fact that it has vastly more substantial things in sight.

### THE LESSON OF EXPERIENCE.

In our local columns today the facts are related in connection with a man who was lost for three days and nights in the woods in the Fortymile district. The story emphasizes the point often brought out in these columns, to wit: No one should ever travel through this country, and more especially during the winter time, without a companion.

Many men have disappeared entirely and have left no trace of their fate merely because of carelessness in this respect.

During the cold weather the solitary traveler is exposed to added dangers for he may have a foot frozen and be absolutely unable to help himself, whereas the presence of a companion might mean the saving of his life.

Every winter a list of men has been published who have met their death while travelling by themselves. Men have no right to take such risks. They have the experience of others to guide them, and the lesson of that experience is, that the man who travels by himself in the winter time is in constant danger of his life.

### PARTY RESPONSIBILITY.

The Liberal leaders of British Columbia have decided to hold a straight out party convention, and the next political battle in that province will be fought on party lines pure and simple. The present government of British Columbia—a sort of hybrid affair—has been satisfactory to no one. Premier Dunsmuir was selected for his position in the hope that as the wealthiest and most substantial man in the province he would be able to bring order out of the existing chaos.

He was not the particular choice of either party, and naturally he has dissatisfied both.

The situation in British Columbia illustrates the theory that the best results in a representative government are attained from party responsibility.

Men who are holders of official positions and who know that upon their actions in office may depend the future success or failure of the party they represent, are more likely to prove satisfactory public servants than are men who have no party allegiance. When a certain political party is in power the men who guide its destinies understand perfectly well that the party must render an absolute accounting of its actions to the people, and the people will pass judgment thereon.

In British Columbia at the present time, no political party assumes responsibility for the government. It consists of a pot pourri of all parties, and its failure to give a successful administration has brought but repudiation from all.

In determining to conduct the next battle on strictly party lines the Liberal leaders have taken the most effective steps that has yet been made in the direction of restoring British Columbia to a condition of political sanity.

Columbia has won the third and final race in the great international contest, and Uncle Sam will hold the cup until Sir Thos. Lipton or some other patriotic Briton constructs a better yacht. A debt of gratitude is due to the owner of Shamrock for the deep interest he has taken in the contests of the past few years, and for the money he has expended in endeavoring to establish the supremacy of British boat builders. It would have been more satisfactory even to partisans of Columbia, had Shamrock come out victorious in one or two of the races. The fact that Columbia won three times straight is pretty conclusive evidence that Shamrock was outclassed—which fact is disappointing to everyone who has taken an interest in the contest.

It is now time for our sour dough authorities to make their prophecies for the coming winter. Will the winter be mild or will it be severe, is the burning question of the hour. According to all respectable precedents our cold weather season should be comparatively pleasant. Last winter the weather was intensely cold and for that reason it is natural to expect something different this year. At any rate, the Nugget proposes to take this optimistic view of the matter. If it happens to turn cold—well it will not be the first time in the history of the Klondike, and if the weather remains mild, so much the better.

The city of Seattle will spend the sum of \$350,000 in improving its school system during the next year. Seattle already holds a most enviable place among American cities on account of its public schools and the amount of money which will be expended during the coming year indicates very clearly that the Queen City is determined not to flag. The fact that Seattle can afford to expend the amount named, speaks volumes for the prosperity of the city and the progressiveness of its citizens.

If a good showing is not made in quartz during the next 12 months it will not be for the lack of labor or money. Preparations are already made which involve the expenditure of large sums, and the employment of a great many men. These are indications which cannot be mistaken. The quartz miner is here to stay, and is going to give a good account of himself.

The suggestion is made in the White Horse Star that parties from Dawson taking gold to the outside should be allowed to have the same inspected and their certificates cancelled at the depot in White Horse. This idea should have been carried out long ago. Under the system which has prevailed, each person is forced to produce his dust at the barracks, nearly a half mile from the depot, an inconvenience which appears altogether unnecessary.

Should Admiral Schley be vindicated at the investigation now being held, he will become available as a presidential candidate. He would probably be able to secure the Democratic nomination without much difficulty. The nominee of that party under the most auspicious circumstances will lead only a forlorn hope.

The father and sister of Czolgosz have denounced the assassin and express no sorrow at the fate he is to meet. The only words of sympathy which have been spoken for the assassin have come from the rankest of anarchists and from a few others of more or less questionable sanity.

The sluke box robber has not been entirely suppressed. If the authorities lay their hands on any of such gentry an example should be made which will have a lasting effect.

### ALONG THE WATER FRONT.

The cool frosty nights of the past week have closed up the head waters of many of the side streams putting into the Yukon, with the result that the water between here and White Horse is becoming decidedly "thin" in places. Over many of the bars there is a maximum depth of four feet, the channel in width being barely sufficient to allow the large boats a safe passage. In endeavor to pull the Clara-Monarch off a bar near Minto the Canadian, which arrived last night, broke her capstan, the repairing of which will delay her departure several hours. After lightening the Monarch of 45 tons she was finally pulled off. A few hours later she again went on hard at Steamboat Slough. At last accounts the Dawson was standing by preparing to still further relieve her of her cargo. The Monarch's trouble is attributed to overloading, which combined with the fact that she is an unwieldy boat to handle, and slow to answer her helm, has made her path down the river anything but a path of roses. The present is the Canadian's last trip, and she will be pulled out on the ways at White Horse immediately upon her return to the upper terminal.

The N. N. Co. boats are having a little trouble getting up the river to winter quarters. When passed Sunday afternoon at 5 o'clock they had only gotten as far as Indian river, 28 miles in 24 hours. At that time the log and T. C. Power had two of the former's barges lashed between them and were trying to get over the Indian river bar above the police post four abreast. The channel at that point is only wide enough for one. They were hard fast with the Susie and Sarah lying just below ready to assist any time they required it.

Now that navigation is so near closed some interesting speed records of the present and preceding years might be compared. In '99 the Canadian established the mark for the up stream trip, making it from Dawson to White Horse in 3 days, 22 hours and 50 minutes. That time stood until late last season when the little Zealandian reduced it to 3 days and 14 hours. The broom was still hers at the opening of the present season, but it was quickly taken away by the new boats, the Selkirk, Dawson and White Horse, each having repeatedly lowered that time. The record as it stands today is held by the Selkirk, which in August made the up trip in 2 days, 18 hours and 45 minutes. The down trip record is held by the Prospector, made this summer in 28 hours, the actual running time being but 24 hours. The best previous record was 29 hours, made by the Gold Star in '99. Records on the lower river have been stationary, practically, for the past three years. The Sybil claims to have made it in eight days, but many doubt it. The John Cudahy has made it in 11 days—84 days actually running time, which is probably the best time made between St. Michael and Dawson. The Hannah has made the run several times in 11 days. What the Isom could do without any barges to drag her back is a matter of conjecture, but her champions say she would make it in six days easily.

The steamer Dawson returned this morning with the balance of the cargo of the Clara-Monarch. After being relieved of her freight the Monarch returned to Whitehorse. The Dawson leaves this evening at 8 o'clock. The Canadian brought 17 passengers yesterday. On her return this afternoon she had 69 berths taken. The Prospector arrived from Whitehorse last night with 30 passengers and three scows in tow, the latter laden with 130 beef cattle and 350 sheep. She left at noon for McQuesten, her last trip up the Stewart. On her return she will go to Whitehorse and tie up for the winter.

The Seattle No. 3 left this morning to join the others of the N. N. Co. fleet in winter quarters at Steamboat Slough. A raft containing 30 cords of wood broke from its moorings this morning near Indian river. A wire to that effect was sent to R. W. Brown who with some men succeeded in landing the decaying mass near the mouth of the Klondike.

## EXPLORER PEARY'S SUCCESS

He Goes Farther North Than Man Has Before Been.

Mountains of Floating Ice Prevent His Reaching the North Pole—He Will Try Again.

North Sydney, C. B., Sept. 13. — News from Explorer Peary has been received by the Peary Arctic steamer Erik, which arrived here today from Cape Sabine, Ellesmere Land. The steamer left Cape Sabine August 29. Peary announces that as a result of his work last year he was able to round the northern limit of the Greenland archipelago, reaching the highest latitude yet attained in the western hemisphere—83° 50' north. His further progress towards the North Pole was stopped by broken ice pack and open water.

Lieutenant Peary left Fort Conger (latitude 81 degrees 44 north), where he was last reported on March 31, 1900, on April 15 of that year, and, accompanied by Henson and five Eskimos, crossed Robeson channel to the West Greenland coast and followed it along, on foot and over the sea ice, to the northward.

At Blackburn Cliffs on April 28, two natives were sent back, and from Cape Britannia (83 degrees 24 north), two came back. In May Lockwood's farthest north cairn (85 degrees 24.5 north) of May 13, 1882, was opened at 11:40 p. m., May 8. Its records were taken, and at Cape Washington, the headland seen by him 15 miles distant in 1882, another cairn was built, and a copy of the "farthest" record and additional memoranda were deposited. Peary with Henson and the other Eskimo, pushed on and, at 83 degrees 39 north, rounded the northern extremity of Greenland, finding the coast at this point trending rapidly eastward. Here, on the most northerly known land in the world, Peary built a cairn, in which he deposited, in addition to the records of his journey to that point, pieces of the flags of his country, of his club, and of his private signal, together with a few other articles interesting as souvenirs.

Changing his course directly northward, he then struck out over the sea ice for the Pole, but was able to advance only to 83 degrees 50 north, where he was effectively stopped by the broken pack and much open water, absolutely impassable either for sledges or boats. Retracing his steps to the shore, he pushed on along the Greenland coast, all the time eastward, about 160 miles beyond Lockwood's farthest, to latitude 83 north, longitude 25 west, or approximately but little more than a degree from Independence bay, discovered by him July 4, 1892, the high mountain then visible to the north being plainly recognized from his new position to the south.

The reconnaissance ended with a definite demonstration of the western and northern coast lines of Greenland, and with one or two small breaks along the eastern coast, an exact and accurate chart of the entire archipelago.

Peary's estimate of his work is set forth in the letter to the secretary of the club, H. L. Bridgman, from which the following extracts are taken:

Conger, April 4, 1901.  
My dear Bridgman:—  
It gives me great pleasure to present to the club the results of the work of 1900:

(1.) The rounding of the northern limit of the Greenland archipelago, the most northerly known land in the world, probably the most northerly land in the world.

(2.) The highest latitude yet attained in the western hemisphere (83 degrees, 50 north).

(3.) The determination of the origin of the so-called paleocystic ice (ice berg), etc., etc.

Considering that I am an old man, have one broken leg, and only three toes, and that my starting-point was Etah; I feel that this was doing tolerably well. It is almost a thousand years since "Erick the Red" first sighted the southern extremity of the archipelago, and from that time Norwegians, Dutch, Danes, Swedes, Englishmen, Scotchmen, and Americans have crept gradually northward up its shores, until at last, through the instrumentality and liberality of the club, its northern cape has been lifted out of the Arctic mists and obscurity. It seems fitting that this event, characterized by Sir Clements Markham as second in importance only to the attainment of the pole itself, should fall in the closing year of the century. If I do not capture the pole itself in this spring's campaign, I shall try it again next spring.

Peary.  
A pronounced change in the character of the coast was found beyond Cape Washington, the bold precipitous headlands and deeply cut fjords being succeeded by a low, rolling foreland, suggesting possible glaciation at some earlier period. Bear, musk-oxen, hare, and lemming were killed in the newly discovered country, affording an ample supply of fresh meat for men and dogs; and a stray wolf was shot at, but missed.

Having practically completed his work of eight years before with that of 1900, and completed the determination of the northern boundary of Greenland, Peary, on May 22, turned back, following practically the line of his outward march, and, on June 10, arrived at Fort Conger, having been three months in the field without accident, illness, or serious mishap of any kind to himself or any of his party. Seven hundred miles more than Lockwood and Brainard, in 1882, had been made in less time and in temperatures ranging from 20 above to 35 below zero.

Peary sends to the club a complete and detailed chart of his newly discovered coast and other work; reserving until the completion of his work the nomenclature and its publication. Having eliminated the Greenland archipelago as a desirable route to the pole, and no further advance northward being possible until the opening of the season of 1901, Peary decided that his next attempt would be from Cape Hecla, the northern point of Grinnell Land, and from Fort Conger as a base. Deciding thus to winter at Conger, the autumn was occupied in hunting and obtaining the necessary fresh meat for men and dogs.

Accompanied, as in the previous year, by Henson and five Eskimos, Lieutenant Peary left Conger on April 5, 1901, for the north, by way of Cape Hecla. But after some ten days' march along the ice foot, both men and dogs proved to be out of condition and unfit for the more arduous work ahead of them. Unwilling to risk the success of the undertaking with an inadequate force, or to imperil the lives of any of his party, he retraced his steps and returned to Fort Conger.

Late in April, with his entire force, he retreated southward to open, if possible, communication with the club's steamer of 1900, from which nothing had been heard. The Windward, last in her winter quarters at Payer Harbor, near Cape Sabine, with Mrs. Peary and Miss Peary on board, prisoners in the ice for nearly eight months, was reached on May 6, and in her Peary established his headquarters until the auxiliary ship of 1901 should arrive. Not until the Windward was reached did he learn of the death, almost eighteen months before, of his daughter Frances, born in Washington in January, 1899, following his departure for the north.

Open water came early at Cape Sabine, and on July 3 the Windward extricated himself from the ice, and crossing to the east side of Smith Sound, devoted July to a successful hunt for walrus, in Ingafeld Gulf, to provide food for the natives and dogs during the field work of 1902. One hundred and twenty-five were captured and landed at Cape Sabine, Windward recrossing the Sound to Etah, Peary's headquarters of 1899-1900, where she awaited the Erik, which arrived on August 4, fourteen days from Sidney, C. B., and Lieutenant Peary learned of his mother's death in Portland, Me., in November last.

The Windward and Erik worked, the next fortnight, in company, in further preparation for the expedition of 1902. The Erik, having landed Peary and the last of his equipment, and supplies at a temporary camp on the south side of Cape Sabine, his headquarters for next winter, sailed for home on August 29, Mrs. Peary and Miss Peary returning on her, and to be followed in a few days by the Windward.

Peary's winter arrangements at Cape Sabine insure comfort, and with an ample supply of provisions pushed along the route to Fort Conger, he expects to take the field with the returning light of 1902, fully rested and in the best possible condition. During the entire two years since he has been heard from, his health has been excellent, and the accident to his feet at Fort Conger in 1899 has caused him but slight inconvenience, and has not impaired his efficiency in the field. During the autumn he expects to make an extensive reconnaissance of the interior and the western coast of Ellesmere Land, with a strong probability of discovering natives hitherto unknown to white men.

**Mizner Leaves Today.**  
Manager E. A. Mizner, of the Northern Commercial Company, will leave today on the Selkirk on a vacation to the outside, his first since '98. During his absence he will confer with the head office of his company in San Francisco and will visit New York, Washington, Boston and Ottawa before his return. He expects to be back over the ice either in January or February.

The various owners in the "Lost Miner" are confident that they have a big thing and in the course of a few



SIR THOMAS LIPTON.

## ANOTHER BIG QUARTZ FIND

Discovery Made by Thomas J. Keenan on Head Ophir Creek Twenty Miles From Dawson—Surface Assays \$26 in Gold to Ton—A Group of Claims Staked.

Regarding the future of Dawson as a permanent mining camp there can be no doubt. The present enviable stamp mills, either Munger's or the Ladue Co., when it will be more fully known the extent of its richness.

quartz that will perpetuate and increase that reputation. Not until within the past few months has talk of quartz existing in paying quantities in the Klondike been taken seriously, but lately such discoveries have been made as to warrant the attention of capital and from next season on perhaps for a century a large share of the gold produced by this section of the country will be extracted from quartz instead of from placer mines.

The most recent as well as, perhaps, the richest quartz find yet made in the country tributary to Dawson has just been made known. On September 22d Thomas J. Keenan, an experienced quartz man from Montana, who has been in the Klondike since '97, since which time he has been quietly "snooping" around in barren looking places in quest of quartz, discovered a ledge near the head of Ophir creek which empties into the Yukon a few miles above Dawson, the ledge being from eight to ten miles back from the river. The ledge is from 25 to 40 feet in width, of unknown depth and about two and one-half miles long. At a depth of four inches or practically immediately under the grass roots the rock, a rotten formation, assays \$26 to the ton and at a depth of four feet, the deepest hole yet sunk, it assays \$47.40. The rock is a very soft, fine milling formation, much of it so soft as to be readily broken in the hand.

After making the discovery Mr. Keenan staked and recorded the "Lost Miner," this appropriate name being given for the reason that nearly every prospector who has ever gone into that section of the country has managed to become lost for a few days. The other locators on the ledge which runs from northwest to southeast are Andie McKenzie, Thos. Chisholm, Colin McDonald and Chas. Harris southeast of discovery, Montana Pete Farrell, William Finnegan, Jack Boulton, E. J. White and F. J. Hemen northwest of discovery, the whole comprising a group of ten claims of the regulation quartz dimensions.

Experts who have examined the rock from this ledge pronounce it very similar to the cropping of the famous copper mines of Montana although the assays thus far made show but little trace of mineral except gold.

The discoverer, Mr. Keenan, is the same as prospected, discovered and located the Maid of Erin ledge which lies between the Dome and head of Gold Bottom, which ledge also shows up very rich and which is destined to rank as one of the future big gold producers of the Klondike.

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## BIG RUSH OF CASES

Before Magistrate Macaulay This Morning.

The scene in police court this morning revived recollections of the halcyon days of two years ago, when nearly every morning would see the front row of benches occupied with men whose chief possession was a taste of chestnut hue. Geo. Carey was the first to enter the lonesome box. George had mixed drinks Saturday night. He had filled up on the slumber brand and toppled off on the fighting brand, for when an officer awoke him from sleep on the sidewalk on First avenue he wanted to fight. A fine of \$5 and trimming was imposed.

Donald McLennan, a stranger in the city who arrived on one of the late boats from the lower river, started out on a "toot" Saturday before regulating his hootch gauge, with the result that he became so obstreperous that it was necessary to enlist a posse to take him to the guard. For being drunk and resisting arrest Donald remitted \$20 and costs to the crown coffers in preference to saving wood 20 days.

For violation of the fire ordinance, the standard theatre company paid \$10 and costs.

Abreviated gentleman named Dennis Duncan was brought down from Indian river yesterday by an officer who, at the instance of the captain of the steamer Bailey, which left Dawson five days ago, had taken him from that boat, on which he was a stowaway. Dennis wore a glorious jag when taken from the steamer. In his own behalf Dennis said that he had friends among the crew of the Bailey and that he had been drinking with them prior to the departure of the steamer; that he went asleep and when he awoke he was being carried up the river. "You should not drink whiskey," said his honor, and Dennis replied: "There are very few men who go to sea that do not drink."

As the stowaway charge was not proven, Dennis was offered an option on paying \$5 and costs or of working 10 days for being drunk. Being financially embarrassed his name will certainly be Dennis for the next 10 days.

L. O. Carter, more commonly known as "Dad," the enterprising news agent, has purchased the wagon and 3rd St. by the Bank saloon, where he will be pleased to see his many patrons and friends.

Blacksmith shop for sale at once 15 below Bonanza.