

# ~ THE DAILY ~ KLONDIKE NUGGET.

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## EVERYTHING IS NOME

**Seattle Steamship Offices Besieged for Tickets.**

**MEN ARE GOING FROM EVERY STATE**

**First Steamers Are Sure to Be Crowded.**

**How the Great Rush Is Affecting the Metropolis of Puget Sound—The Advance Guard Is Already in Seattle—Hotels Are Crowded.**

Seattle, Jan. 1.—Inquiries are pouring into the transportation offices from all over the country. Not a state or territory in the Union but is represented in the list of applicants for transportation to the district. But this is to be said, however, the fortune seekers in this rush will, if the present indications may be taken as a criterion, come from that great land lying west of the Mississippi. New England, owing, perhaps, to generally improved commercial conditions, will not send as many men in quest of gold as she contributed to the Klondike excitement. This seems particularly true of the manufacturing centers, whose populations find readier remunerative employment at home.

But the mining states, such as Colorado, Montana, Utah, Idaho, Wyoming and Washington, if the letters of inquiry from their citizens may be taken as an indication, are already well inoculated with the Cape Nome fever. California, too, will send many to the new Eldorado by way of Seattle. Aside from Washington, that state will doubtless dispatch a proportionately greater gold seeking brigade than any other commonwealth. And all sections west of the Rockies will be well represented. Far off Florida sends many letters of inquiry, and the northern tier of states, from the Atlantic to the Pacific, including, of course, many Canadian provinces, give signs of material contributions. Both the Dakotas make a splendid showing, and Minnesota is preparing to send as many fortune seekers, perhaps, as she contributed two years ago. Illinois is heard from frequently, as also Ohio and Indiana. The Southern states, with the exception of Florida and Texas, do not appear much concerned. Nor is agricultural Kansas overenthusiastic. Missouri, Michigan and Wisconsin are more or less indifferent.

While local lines have been booming passengers for more than 60 days, two or three of the leading companies have as yet declined to give rates. At this time the prevailing fare is \$100 for first class passage from Seattle to Cape Nome, with freight at the rate of \$40 per ton. These are the rates quoted now, and with the sailing dates running all the way from May 20 to June 10. A majority of the vessels calculate on making their first sailing May 25, though the larger vessels in many cases will not get away before June 1. San

Francisco is asking higher rates. Numerous telegrams received in this city during the week state that the Alaska Commercial Company and the Alaska Exploration Company, the two principal lines operating from the California metropolis, are demanding \$175 and \$200 for first-class passage and \$125 for second class accommodations. These rates contemplate a departure of some of the vessels late in April and during the first days of May, and were no doubt fixed with the idea in view of the fact that the operating companies will have to board their passengers from 10 days to two weeks before the ships can reach their destination.

It may be that the Seattle charges will go no higher than the rates quoted, \$100 and \$200—though the probabilities are that the larger steamers will try for a better figure, possibly one or two as high as \$150 first class.

A local company that is quoting \$100 per ticket from day to day took in an average of \$1000 per day deposit money for the first two weeks of December. This represented more fractional fares paid in the shape of deposits for the purpose of holding tickets; but it gives a good idea of the volume of Cape Nome business that is being done.

A single steamship, one of the larger vessels, has had 600 applications for passage on the first sailing vessel. While over 400 of these have proposed paying a deposit the management has in every instance declined to bind itself to any given price for passage. It is one of the most commodious vessels of the entire fleet and the management will no doubt, to a certain extent be able to dictate its own terms.

### FROM CAPE TOWN.

Advices from Capetown say there is great dissatisfaction there at the action of British insurance companies, who are retarding volunteering by making policy holders pay war risk premiums, while the agencies of leading American companies allow perfect freedom for naval and military service.

The government has accepted 166 Ceylon volunteers, mostly planters, and has also accepted the offer of Indian princes to supply horses.

The non-arrival of the Majestic, due at Capetown on Thursday, is causing some surprise among the public, who expected she would maintain her usual transatlantic speed. In shipping circles, however, it is explained that this is due to the conditions imposed by coaling en route, the necessity of economizing her supplies and of traversing the tropics, all of which, they add, combine heavily to discount her usual rate of speed.

### Police Court.

It was a long drawn out session of court held by Major Perry this morning, owing to the fact that people persist in rushing into court before they map out a plan of prosecution or defence, with the result that the good nature of the court is most severely tested at times.

Jams Nansen, a pleasant and inoffensive looking Norwegian, was up this morning on the charge of emptying a pail of slops on the edge of the Yukon river. Nansen admitted that he had not carried the slops out to the prescribed line, but said as the pail contained only thin dishwater he thought it was all right. The arresting officer had not assayed or analyzed the slops but said they looked pretty thick. A fine of \$2 was imposed.

W. H. McDonald had an account of \$165 against W. E. Terrill for labor as a freighter and packer. The case was probably one of the most mysterious in the annals of litigation since the sword play made by Solomon on the occasion

of a dispute over a child. Old account books, yellow with age and shattered by the ravages of time were in evidence. Attorney McDougall appeared for the defendant. The plaintiff's case was a poor one, or if not, it was poorly presented and was lacking in support. Dismissal at cost of plaintiff.

A man named Hoffbaur, "Horsepower," as one of the defendants called him, was before the court with a bill of \$187.50 against Jones & Himple, owners of a claim on Dominion. The bill was for labor performed in representing. Both admitted the claim to be just, but each partner seemed to think the other should pay it. Jones denied being an owner in the claim, but partnership papers indicated otherwise. An order was made against the partners for the amount which is to be paid in five days, otherwise a distress warrant will be issued.

Theodore Cruisland, a lad accused of stealing a shovel and a shotgun, was brought from jail for trial. With large tears chasing each other down his cheeks he replied to questions of the court to the effect that he is not quite 18 years of age, that his parents are dead and that he is rather short on friends. He acknowledged selling the shovel, but said it was given him by a young man named Gibson. He accounted for the gun by saying he picked it up during the fire. The case was continued until this afternoon in order that the boy Gibson might be present.

### Superior Court.

In the pre-emptory trial docket for the week in Judge Dugas' court commencing this morning, yesterday being chambers day, are the following cases, and an effort will be made to dispose of them during the week:

Zampatti vs. Hawkes, Atkinson vs. Hawkes, Dyson vs. Hawkes, Irish vs. Hawkes, Lassidar vs. Hawkes, McRae vs. Tinkham, Hopper vs. Hayes, Albers vs. Letournian, Donatillo vs. Ames, Klondike Mill Co. vs. Bourke, Campbell vs. C. D. Co., Courtney vs. C. D. Co., Trombarg vs. Hobb, Lynch vs. Stewart, Pruden vs. A. E. Co., Dougherty vs. Hammel et al, Abramovich vs. Finsilver.

### At the Aurora.

There is considerable rivalry on these days at the Aurora between Proprietor Tom Chisholm and Head Day Officer Andie McKenzie. Chisholm claims to be the best looking man in town, while McKenzie lays claim to the best shape.

Harry Edwards can lay them out on both propositions, but he is too modest to enter for sweepstakes. They are all good fellows, however, and to this latter trait is probably due the fact that when parties arrive in the city from either up or down the river they invariably head straight for the Aurora, thus making it one of the best points in the city for the meek and lowly newsgatherer when out chasing after elusive items.

**FIRE!** J. L. Sale & Co., now at branch store, 2nd Ave., next to Palmer Bros.

Shoff, the Dawson Dog Doctor, Pioneer Drug Store.

## RESERVES ALL OUT!

**Boers Have Every Available Man in the Field.**

**FOOD SUPPLIES ARE NOT LARGE**

**Operations Are Being Conducted Around Ladysmith.**

**Relief Is Expected to Arrive at the Besieged City by Jan. 7—General Buller Is Preparing to Advance on the Boer Position.**

New York, Dec. 29.—Winston Churchill, cabling to the World, says that although the Boers are confident, they want to return to their farms, and complain bitterly of hardships in the field.

Although the total Boer loss probably does not exceed 2000, batches of deserters from the commands are daily brought back to the front by the police. The last reserves have been called out, and the only burghers remaining on the farms are those who are unfit or have bribed the officials.

The food supplies are not large and latterly the corps have suffered terribly from locusts. The tight British grip on Delagoa bay must be felt also.

Reviewing the general situation he says it is foolish not to recognize that the British are fighting a formidable and terrible adversary of high qualities. The burghers increase their efficiency and their overmen, although vilely corrupt, devotes its whole energy to military operations. Time is, however, on the British side, and must eventually weaken the Republic.

### AROUND LADYSMITH.

London, Jan. 2.—The reported sortie from Ladysmith, resulting in the capture of a Boer position, is not confirmed.

A Chievley dispatch, dated December 29th, makes no mention of it, and the same message shows renewed activity upon the part of the British apparently preparatory to some action.

The Boer position eastward of the camp was thoroughly reconnoitered on December 28th, without drawing the enemy.

The naval guns engage in daily practice, and it is said on good authority that 30 or 40 Boers have been killed by the firing during two days.

A dispatch from Durban predicts that Ladysmith will be relieved on or about January 7th, while there is nothing to bear out this forecast.

There is some disposition to believe Gen. Buller is preparing another attempt to advance, this time by an attack on the Boer position in Inhlawe mountains.

Sour Dough Letter Heads for sale at the Nugget office

\*\*\* Come and See \*\*\*

**Special Sale**

Felt Shoes, bals . . . . \$6.00 pair  
Felt Shoes, high top . . \$6.00 pair  
Felt Shoes, Congress . . \$6.00 pair  
Moccasins . . . . . \$2.50 pair

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**ARCTIC SAW MILL**  
Removed to Mouth of Hunker Creek, on Klondike River.  
**SLUICE, FLUME AND MINING LUMBER**  
At Lowest Prices. Order Now.  
At Mill, OFFICES:  
Boyer Ferry, Klondike river. **J. W. Boyle.**  
Boyle's Wharf.