

THE KLONDIKE NUGGET.

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SANTIAGO HAS SURRENDERED

The Destruction of the Spanish Fleet Followed Closely by the Defeat of the Army.

The Terms Allow the Spanish Forces to March Out With Military Honors—America Will Send the Prisoners Home—Porto Rico Will Be Attacked Next—Spain Will Probably Sue for Peace.

WASHINGTON, July 14.—A special dispatch from Playa del Este brings the news that Santiago has surrendered and the American flag now waves over 50,000 square miles of Cuban territory. The Spaniards have been expelled from nearly the entire of Eastern Cuba. The terms of the surrender allow the Spaniards to retire from Santiago de Cuba with military honors. All public buildings, forts, barracks, food supplies and other property are left unharmed. The Spanish officers and soldiers are to be transported to Spain free of charge.

The siege of Santiago lasted just two weeks. It was one of the most remarkable affairs of the kind yet recorded in history. During its course a great squadron of Spanish iron-clads was sunk, 2000 Spanish soldiers and sailors were shot or drowned and an unknown number died behind the trenches. The American loss was comparatively slight. As is already known little or no damage was done the fleet. About 250 men were killed and nearly 2000 are in the hospitals at the present time. Nearly all of these are fever patients.

The surrendered territory embraces all Cuba from Aceraderos on the south to Sagua on the north via Pinar with the 4th army corps. The surrender was agreed upon at a meeting under a flag of truce, between Gen. Miles and Shafter of the American army and Gen. Toral, commander of the Spanish forces. Unconditional surrender was at first demanded but the Spanish General refused on the ground that such action on his part would lay him open to court martial at Madrid. Finally the terms outlined above were agreed upon.

Unless peace is sought by Spain, the American army under the direct command of Gen. Miles will move immediately upon San Juan de Porto Rico.

A semi-official dispatch from Washington announces that Spain has determined upon the peace conditions she will ask the United States. They embrace the independence of Cuba, the transfer of Porto Rico in exchange for the Philippines with a United States coaling station granted in the latter.

A dispatch from Paris to Washington states that the European Chancellors are discussing the terms on which the Spanish-American war will be settled. Germany it is said will not submit to American Sovereignty succeeding that of Spain. If Spain as a power be eliminated the German Emperor expects an international agreement whereby the rights of all interested nations will be considered and decided. This German government claims that such an action would be in line with the American policy as set forth in the Monroe doctrine.

Scotty Reid Drowned.

S. Davis, J. Smith and Scotty Reid, on Tuesday last, were returning in a Peterboro canoe from Klondike city to their camp on the Yukon above the bluff and when passing near the latter the current was too strong to make headway upstream. So they decided to cross the river and return to the east side higher up. Hardly had they started across when the canoe was caught in a whirlpool and upset. The three men clung to the Peterboro for a short time, when Reid became nervous and tried to climb to the top of the overturned canoe; and in so doing righted it but at the same time half filled it with water. As the canoe could no longer sustain the weight of all three, Davis and Reid determined to swim ashore, while Smith drifted with the canoe into shallow water and was rescued opposite the mouth of the Klondike river. Davis reached the shore in safety but Reid, after swimming about 100 yards, disappeared and was not seen again. The deceased came from Ransburg, Cal., where he resided for the last five years and was unmarried. The police have charge of his tent and outfit.

A Spanish Precedent.

Appropos of the refusal of the Spanish Government to exchange Lieutenant Hobson, somebody writes to The New York Sun calling attention to a case of a like nature which occurred during the Cuban rebellion of 1895-78.

The Cubans had captured Captain Maollo, of the Spanish army, who was an exceptionally well educated man, and, above all, a staunch Spaniard. After trying to gain him over to their cause and seeing the futility of their efforts the Cubans communicated with the Spanish General commanding the zone in which the Captain had been captured and made proposals for exchanging the Captain for some Cuban prisoners in a Spanish fortress.

But Spanish "chivalry" could not allow such an act to take place. This "patriotic" answer came back from the Spaniard: "Spain has many mothers that can bring forth children." After reading this curious reply the Cuban commander showed Captain Maollo what his countrymen had to say in the matter. And Captain Maollo, seeing himself forsaken by his country-

men, begged the Cubans to allow him to fight under their colors, and, proffering thereafter his bravery and love for the cause of liberty. He died fighting under the flag of free Cuba.

Whiskey Seizure at St. Michaels.

An interesting story of a large seizure of whiskey at St. Michaels comes to Dawson on the steamer Sovereign. From one of the passengers, who knew the details, the full story was secured. It appears that the ship, Haydock, which sailed from Seattle in June had on board a large quantity of contraband whiskey and alcohol. The whiskey was carefully concealed in the hold and its whereabouts were known only to the captain and steward. Before St. Michaels was reached, however, a dispute arose between the two officers, which resulted in the steward deciding to leave the vessel. When St. Michaels was reached the captain went to the American customs officials on the revenue cutter Bear, and had them examine the steward's baggage. No whiskey was discovered but the steward, in revenge, told the officers of the whereabouts of the "booze" concealed in the ship's hold. The vessel was then searched, and a number of barrels and cases of whiskey and alcohol were found and seized.

No Immediate Scarcity.

The meat supply of Dawson is in no immediate danger. A gentleman who recently arrived over the Dalton trail says he passed innumerable herds of beef stock. In one band alone there were 1100 head, 150 horses and all in charge of five men. The provender along the trail is neither so abundant nor of sufficiently rapid growth but that the stock, during its later months of necessity arrive in a poor condition.

A Good Sale and a Good Buy.

Two months ago Captain Ellis, Verna Watts, John Whitney, Mr. McDowell and Arthur Selme clubbed together and bought No. 5 below on Hunker for \$50,000. They have just sold the claim again to Mr. McFarland for an even \$100,000, just double the purchase price of two months ago. Good claims have a stable value and the coming and going of booms on the fluctuations in the value of "wild cats" affects them neither one way or the other. A purchaser now-a-days thoroughly investigates his ground before buying and Mr. McFarland knows just exactly what he has got.

LOCAL BREVITIES.

Two members of the Victoria Order of Nurses arrived at Selkirk with the military last week. The objects of the order, we understand, are somewhat similar to the order of the Red Cross elsewhere.

The Canadian Development company has a sawmill in operation at Lake Teslin. From the head of the lake to the mouth of the Hootalinqua is the finest kind of a waterway. There are a few sharp bends, but nowhere less than seven feet of water.

Dawson is making vast strides towards the arts and luxuries of civilization. Wednesday the people of Dawson were brought to their doors by the bell ringing of an old "seizers-to-grind" man. The next thing we shall be getting chimney sweeps and hokey-pokey men.

The steamer Anglian found the waters of Lake Teslin and Hootalinqua river all that could be required. After arriving below Five Fingers she went to the assistance of a raft upon a bar. She freed the raft and then went on to herself, so much for trying to help your neighbors.

Joe D. Racey of New York was one of the stampers to Dominion creek July 9, and upon his return recorded a bench claim of No. 69 below lower discovery. Joe left on the Leah for the States in company with his side partner, Dr. Ralph M. Whitehead, also of the American metropolis.

The John C. Barr, arrived Tuesday last from St. Michaels. A representative of this paper made several applications for information as to the number of passengers and tons of freight carried, but the N. A. T. & C. Co. from Manager Healy to the steamboat clerks apparently has no information for the Nugget.

The soldiers at headquarters are much interested in the condition of the Yukon river. They have 300 tons of provisions and supplies yet to come up the river. Like all recent arrivals from the outside world they have been filled with starvation stories, and the regiment will sleep better after the provisions are cached at the barracks.

Sold for \$40,000.

Kresky and Peterson have sold out their bench claim on Skookum gulch to a Philadelphia company for \$40,000. The claim is opposite No. 10 on the creek, and was located last fall. The history of the claim is interesting and was given last week. The fortunate owners worked the claim last winter, and out of a small cut 14 feet wide and 35 feet long, took out nearly \$13,000. The bedrock was taken up for a depth of three feet, as that was where considerable of the gold lay. Mr. Kresky is going out in a few days, but will probably be in again over the ice.

Difficulties in Getting River Boats.

Mr. R. M. de Gex arrived on the steamer John C. Barr. He comes from Toronto as an attaché of the Canadian Bank of Commerce. Mr. de Gex is a most entertaining talker and is stored with facts of the trip by way of St. Michaels. He doubts very much if more than six or seven of the new river boats ever succeed in reaching Dawson. The reverses met by the Moran fleet of river boats on their way from Seattle to St. Michaels have been already chronicled. The material for most of the new river boats was unloaded at Dutch harbor and the work of building has changed the place into a huge ship-yard. From there the trip to St. Michaels is a succession of dangers for a river boat. Most of them get disabled within a short distance of the starting point and have to return again and again. Meanwhile thousands of peo-

ple are waiting at St. Michaels for the arrival of the boat which has contracted to bring them up. The companies are letting their wait at their own expense, for no particular time was set for the fulfillment of the contract. The British-American line had a steamship arrive at St. Michaels. The Garçon's river connection not being in sight, they immediately chartered the Rock Island No. 1, at \$500 per day, to bring up their passengers. She left St. Michaels one day behind the John C. Barr.

FROM ST. MICHAELS.

A Passenger on the Bella Writes an Interesting Letter.

ST. MICHAELS, July 4.

FRIEND P.

Arrived here yesterday after a very pleasant trip, considering everything. The Hamilton and Weare have not arrived as yet but are expected hourly, still they may not be in for a few days. The boys on Healy's boat feel quite sorry. Tickets cost them \$300 and they claim they are very poorly fed while the Bella's passengers paid but \$200 and are well fed. The grub was very good, in fact the A. C. Co. have treated their passengers as well as a company could. The steamer St. Paul is a beauty, the table fare being the best the incoming passengers speaking highly of. The N. A. T. Roanoke passengers give them an account of poor grub.

I expect to leave tomorrow or next day on the St. Paul. Made nothing by getting ticket to St. Michaels; could save perhaps \$40 going on some other steamer, but think of the difference in steamers and the question of safety.

July 5 Since writing I have changed my route and go to Vancouver on the Garonne, a very fine steamer. I boarded her last night and find her to be the largest in the harbor, with capacity for 4000 tons and 800 passengers. The grub is simply the best, ditto liquid refreshments.

The little boats are making it from 14 to 20 days to St. Michaels and state it is an easy trip with a good sail. Hoping everything is running smooth with best regards I am, Yours truly,

ARTHUR OPPENHEIMER.

Soldiers for the Yukon.

The soldiers for the Yukon district are beginning to arrive at Selkirk, where they will have permanent headquarters and where they will remain for the present, at least. Col. Evans is in charge of this, the Yukon contingent of the Canadian militia, and with sixty of his men arrived at Selkirk on Monday. The balance of the 250 soldiers are scattered along Telegraph creek, Lake Teslin and the Hootalinqua river.

Major A. Talbot, paymaster of the Yukon force, arrived in Dawson on the steamer Anglian on Wednesday evening.

The duties of the police are entirely different and apart from the functions of the military and what is agitating the minds of Dawsonites just now is what the soldiers are here for.

A New Company.

The Canadian Development Co. has got its first boat here, the Anglian, and is now represented in Dawson by H. Maitland Kersey, managing director of the company. Mr. Kersey was at one time manager of the famous White Star line with headquarters in New York. The company owns two other boats besides the Anglian. The Columbian and Canadian, large stern-wheelers, are expected to arrive shortly by way of St. Michaels. The Anglian will probably ply between Dawson and White Horse rapids while the two larger boats will take the lower river. Mr. F. W. Tronice has been appointed agent in Dawson.

RANDOM REMARKS.

Keep up the cry "No royalty" till the hateful tax on labor and enterprise be abolished.

Another improvement to go on record: The unsightly, stagnant pool in front of the gold commissioner's office has been drained off. Now we breathe freely.

Query—If a man wears out two pairs of boots running around Dawson, and six pairs on the various trails, trying to find men who are sorry that "Soapy Smith" is dead, how many will he find? Ans., Not one.

A great deal of praise is accorded the handful of police here for the excellent order maintained. How much of this praise rightfully belongs to the people themselves?

In every civilized country every river is by common law recognized as the people's highway. The Klondike is not open to the public; therefore we are not in a civilized country, or else the people's rights are being stolen.

How much would it cost to cut out 300 stumps from the main street of Dawson, plow said street into good shape and then cover the whole with an eight-inch layer of gravel from the Yukon river bed? Also, how much would the value of all property on said street be thereby enhanced? Further, I ask what would be the net gain after paying a liberal fee to the writer hereof?

We have what is practically a municipal council, and, therefore, one of its members, D. W. Davis, is practically the first mayor of Dawson. But seeing that these gentlemen were not elected by the people, the honor attached to their position is practically nil. Nevertheless, this is offset by the opportunities afforded for winning public favor, which are practically innumerable.

Served as it should be at the Regina Cafe.

Up to Date.

Although pioneers in Dawson the most of antiquity is not permitted to gather about the eyes or domicile of The Northern Hotel presided over by Messrs. Ash and Manning. Everything is strictly up to date, bright and attractive.

Only the best of vintages in wines, choicest blends of liquors and brands of cigars are offered the public. You will be cordially treated by the genial proprietors.

IT DIDN'T COST HER A CENT.

Miss Nettie Hoven Reaches Dawson - After a Seven Months' Voyage.

How a Woman With Lots of Nerve and no Money Came to Klondike—She Traveled 13000 Miles to Reach Nugget Land.

From New York to Dawson via Cape Horn and St. Michaels and it didn't cost her one cent. That is the story in a nutshell of how it came to pass that Miss Nettie Hoven late of the American metropolis stepped from the steamer "Sovereign" onto Dawson's dock last Tuesday. It is very doubtful if any other woman ever had a more varied experience than Miss Hoven has been through since leaving New York on the 16th day of December last. She is not a very large woman but she is full of pluck and determination, and her black eyes snap in a way that proves very clearly her ability to take care of herself. She started on the famous steamship "Columbia" which for months before had been widely advertised to bring Mrs. Hannah Gould's party of 150 widows to the Klondike.

Miss Hoven, however, was not one of the widows. She was coming on a little expedition of her own and in order to secure passage as far as Seattle engaged to work on the steamer.

"Our trip" said Miss Hoven in relating her experiences, "was a very pleasant one until we reached the city of Rio Janeiro. Here we were compelled to lay over for ten days to repair some broken parts of the ship's machinery."

"After leaving that city we proceeded down the coast and were wrecked in Smite's Channel which runs through the Straits of Magellan. For three days and nights we remained upon a rocky island in the vicinity of a gannibal village. The natives were nearly seven feet high and very savage and we were constantly in fear of an attack, but fortunately escaped. The officers succeeded in repairing the ship sufficiently to enable us to leave although she was leaking in seven different places at the time of our departure. The holes were stuffed up with rocks and hay and thus we managed to keep afloat."

"After rounding the Horn we headed for Valparaiso. Here we ascertained the fact that the company controlling the 'Columbia' had failed and the captain was without funds to secure necessary provisions. The passengers then took matters in their own hands and raised a sum amounting to \$28,000 for the purpose of repairing the steamer and procuring provisions. We remained in Valparaiso forty-seven days and then left for Seattle which city we reached on the 29th of April. On May 2nd passengers and crew alike were sent ashore without provisions or money and told to shift for themselves. Nearly all had paid in advance for outfits which were to be ready for them at Seattle together with a steamer to convey them to Dawson. Outfits and steamer alike failed to materialize, and as a result nearly all my fellow passengers on the 'Columbia' are still stranded in Seattle."

"How did you manage to get passage to Dawson from Seattle?" queried the Nugget man. Miss Hoven laughed. "Well, it took a whole lot of nerve," said she, "but I fixed it all right and I'll tell you how I did so. I was walking along the water front and saw the sailing vessel 'Hayden Brown' just ready to pull out for Kotzebue sound. I knew she would stop at St. Michaels and I would take chances on getting from there to Dawson. I secured my grip and just as the ropes were being pulled in, walked aboard. No questions were asked until we were well out and then there was nothing for them to do but allow me to come. They treated me very well and gave me some work to do to help pay my passage. The ship was poorly provided with food, however, and nearly everything was exhausted before we reached Dutch Harbor. There were 187 passengers aboard and less than \$700 worth of provisions. At Dutch Harbor the passengers raised \$1000 and with this sum purchased supplies which enabled us to reach St. Michaels."

"On board the Hayden Brown were forty-three men and one woman who had been in charge of a man named Chase. Chase had contracted to provide them outfits and land, then at Dawson for sums ranging from \$60 to \$100 each. The party was sent ahead on the 'Hayden Brown' and Chase himself agreed to follow on another ship with the outfits. Neither Chase nor the outfits ever arrived at St. Michaels and most of the party are still there without money or supplies. A few came up in the 'Sovereign' to Dawson."

"When I was ready to leave St. Michaels, I went to the captains of several boats and asked to be allowed to work my passage to Dawson. They all refused until finally I found Captain Danaher of the 'Sovereign'. After hearing my story he told me to bring my things on board. He as well as the other officers treated me very kindly and the same privileges were given me on the whole trip as their passengers enjoyed."

"Altogether I have no reason to complain of my trip. I started out to reach Dawson and have traveled 13,000 miles to do so but here I am. I left New York without a cent and reach Dawson with money in my pocket so I think I ought to be satisfied."

Every delicacy of the season at the Regina Cafe.