

DESTINED FOR THE YUKON TRADE.

A Boat With Six Propellers to Keep it off Sand Bars.

Stanley Used Similar Craft on the Nile and the Empire Line Will Introduce Them on the Yukon.

There is building on the tide flats of South Seattle one of the most unique river steamboats ever known to navigation.

Two boats of the same kind are in use on the upper river Nile, above the rapids. They were made for Stanley in his second exploration of "Darkest Africa."

In many respects, as to currents, banks and bars and depth of water, the Yukon river of Alaska, leading to the Klondike region, resembles the upper Nile, and an engineer sent to that country two years ago for the Empire line of steamships of Seattle and New York recommended to his company the building of eight draft boats and barges, the same as Stanley used.

It so happened that at the time of this recommendation Yarrow, the great English shipbuilder on the Clyde, was in New York, and with him Thornycroft, also a great shipbuilder on the Clyde.

Yarrow had built the boats for Stanley, and when he read the engineer's report strongly endorsed the idea. The Empire line decided to undertake the work and built a steamer such as had been built for Stanley and sent it in sections to this coast.

The hull was riveted together, but the machinery was kept aboard the towing vessel, with the intention of fitting up the boat when it reached Alaskan waters.

The hull never reached the Yukon. A swift steamer was towing it, and when a storm came up on the voyage northward the empty hull of the river steamer "turned turtle" and was lost.

Nothing daunted, the Empire line began the construction of another steamer of like pattern. This time they put it all in shape in Nixon's shipyard in New Jersey, launched the boat and found it to work beyond all expectations.

It made fourteen knots an hour in two feet of water, and ran along smoothly in a bare foot of water.

Then the boat was taken to pieces and shipped to Seattle. Together with five barges it will haul up and down the Yukon. It is this boat that is now being "set up," and which will be briefly described as not only one of the greatest novelties, but as well one of the greatest triumphs of marine engineering skill.

The steamer is called the Empire. Its length over all is 80 feet, breadth 22 feet, depth 5 feet 6 inches and draft 2 feet 6 inches when loaded with coal, etc. It is built barge shape, with a ranning bottom and no keel.

In no position other than "upside down" will it be possible to leave the boat without motive power. Turn it on its side and three of the six screws will be working.

Having no keel, the boat will float so long as the propellers work, and if the creek is wide enough not to wedge it, will make its way up or down stream.

Steamboat men who have seen the craft admit that it will revolutionize river trade not only in Alaska, but wherever boats are needed for shallow water.

The new boat will be launched early in May, and go north with one barge in tow, the other two barges going in tow of a steamer or tug. Once on the Yukon, the Empire proposes to do business, and owing to its ability to get in shallow bays or at shallow points, will undoubtedly prove of great service to the people all along the stream.

Writing of his boats, of which the Empire is a counterpart, Stanley says: "Sometimes three propellers would be stuck in the mud, but the other three never failed to pull them out. Again we would have to go so close to the bank and driftwood that we would stop the engines on the propellers nearest the shore and let them drag along while the others kept the boat in motion. Once we went over a bar where there was only water enough for the center propellers, and the other four were stopped. It was a hard pull, and even worse when there

was only water enough for one propeller, but we got over without accident."

The new boats are well worth a visit, and their launching will give South Seattle a sensation. Among steamship men the workings of the Roberts' boilers and the six engines, with a combined 1000-horse power, will be of the greatest interest, and it is not improbable that several steamers of like pattern will be used on the rivers of the state.—Seattle P. I.

Where Credit is Due.

The committee in charge of the duty of raising funds for the late celebration of the Queen's birthday, have compiled the following list of persons who contributed to the same, together with the amounts, and beg to extend their thanks to each:

Sums of \$250 each—A. C. Co., N. A. & T. Co., B. A. Co., Bank of Commerce, Alex. McDonald, Sums of \$200—A. E. Co. Sums of \$125 each—Dominion saloon, Jordan & Apple, Opera House saloon, Tom Chisholm, Monte Carlo saloon, Pioneer saloon, Dougherty and Manning, Madden House, Criterion Hotel, Sums of \$100 each—J. C. McCook, Ladue Gold Mining Co., Pat Galvin Syndicate No. 2, Ames & Wilkins.

Sums of \$75 each—Barritt & Mackay, Clement, Pattullo & Riddley, Tabor and Hulme, Sums of \$50 each—Com. Wm. Ogilvie, Clark & Wilson, Miss Mulrooney, Klondike Hotel, Bartlett Bros.

Sums of \$25 each—Hobbs & Smith, H. C. Lisle, J. A. Aikman, Arthur G. Smith, C. M. Woodworth, Staudt & Zilly, Doctor Richardson, Doctor W. T. Barratt, Doctor McFarland, Arlington saloon, Montague Leighton, Haldeen Groschler, Chas. W. Barwell, A. G. McFarlane, Pioneer Drug Store, F. C. Wade, Melbourne Hotel, Ronald Morrison, The Klondike Yukon & Stewart Pioneer's, Cash, Bonohue, Brennan & Adair, Sums of \$20 each—Judge Dugas, Colonel Steele, Captain Frank Harper, Captain Scarth, W. H. Snell, J. K. Sparling, J. Crann, F. De Journal, Sums of \$15 each—Dr. W. E. Thompson, Dr. Hardman, F. E. Girouard, M. Hamburger, Sums of \$10 each—E. D. Bolton, A. G. Gegg, F. X. Gossell, Captain Bristol, Captain W. C. Ogilvie, F. Joslin, Dr. McDonald, Captain Bliss, Chiddle, McPherson & Johnson, I. F. Lithgow, Fred J. Long, P. R. Kitchie, James McGregor, J. A. Loogpe.

Sums of \$5 each—George L. Fish, I. E. Booge, George Lybbed, R. C. Conklin, Mason & Jones, Townsend & Co., C. F. Leeby, Charles Wessel, W. H. Gorham, R. Hills, I. N. E. Brown, W. D. Bruce, H. Hershberg & Co., Harper & Ladue Townsite Co.—Allotment of land, lot 14, block H. L.

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FOR RENT—Fine office rooms, with all modern conveniences. Apply Mrs. M. P. West, opposite the Melbourne.

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FOR SALE—New gill net with all extras; enquire Nugget Express, this office.

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LOST—\$5 reward for a memorandum book on the upper ferry trail, Saturday, June 3, pasteboard cover 4x6 inches, 1/4-inch thick, nearly full; front side cash sales for the shop from other side memorandum of charges. Lambert & Stanton. Leave at this office.

FOUND—Memo book and papers belonging to John Smith; apply this office.

FOUND—Small flat key. Apply at Nugget office.

LOST—Lady's gold watch, diamond setting also brooch, anchor design; \$15 reward, this office.

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BURRITT & MCKAY—Advocates, Solicitors, Notaries, &c. Offices, A. C. Office Building. Safety deposit box in A. C. vaults.

TABOR & HULME—Barristers and Solicitors; Advocates; Notaries Public; Conveyancers; Offices, Green Tree Bldg.

CLEMENT, PATTULLO & RIDLEY—Advocates, Barristers, Notaries, Conveyancers, &c. Money to loan. Offices, First Avenue.

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DR. E. B. MERCHANT—Dentist; crown and bridge work a specialty. Office, new location, over Pioneer Drug Store.

DR. W. A. RYSTROM, DENTIST—Formerly in Chisholm block, is now located on Second street over Tom Chisholm's.

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O. WINNINGSTAD—Mining Engineer and Broker; agent—Union Iron Works, San Francisco; mining machinery of all kinds with pumps and fittings; steam pumps, thawers, etc. Second avenue, back of the Portland restaurant.

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T VOL. 2 N EX RIVAL Report of on the AMERIC St. Mich Rich Employees of and St Contain Out-Res the Out The most in the late p and Beau is have been None. Th Post-Intellig was known up to that d Many letter excitement over the ri been reciv ble commu were made seem to tow of the striv valling ton Steamer c out for crew for the new itant wages Alaska Com can Transp work and s those who r and sent in settlements kept in a ce from Snake and dirty back their Michaels i out \$1,500 in pan are co The gold the Snake an excitin thousands trict is her from ever flocking th quest for g Official n sent to the at Washing intendent at Eaton, ington by atlie. It i Cape Nom employed deserted h up claims. pan, he sa referred to Cape No 90 miles, a miles up S Anvil. Co Yukon w from St. M Snake riv cargoes at river to li river is n yond, and obstacles Alaska so A letter Healy for and-Trac with the Agnew. o ture as th "St. Mic and every to the ne tomorrow The large