

STR. SUSIE ARRIVES

Covers Distance Up River Between St. Michael and Dawson in 13 1/2 Days.

FIRST STEAMER TO COME UP RIVER

Brings Nearly 400 Tons of Freight and 68 Passengers.

CAPT. DALSON TELLS OF TRIP

Bay at St. Michael Full of Steamers When He Left—This Season Fully 30 Days Late.

The steamer Susie, one of the crack boats of the Northern Navigation Company's fleet, is again in port, and enjoys the distinction of being the last to leave Dawson this spring for St. Michael, with the exception of the Barr, and is the first to arrive with freight, passengers and news from the lower river. The Susie this year is still in command of Capt. T. H. Dolson who has been master of the vessel ever since her first season on the river in '98, a veteran from the Mississippi and one of the most competent navigators on the Yukon. A. E. Todd is purser and Sam Foster chief engineer.

The Susie on her down trip left Dawson with a heavy passenger list on the evening of June 25, arriving at Bering sea in five and a half days on July 1. The ice at the mouth of the river and well out in the bay was broken up to such an extent that navigation was possible and in endeavoring to reach St. Michael the Susie steamed entirely around the island with the exception of that portion separated from the main land by the narrow channel. The ice about the island, however, was still intact and it was found impossible at that time to effect a landing.

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ing. The channel, or as it is called St. Michael canal, was open but on account of shallow water the Susie did not dare venture into it. A return was made to a point 12 miles below the island and there the passengers were transferred to the City of Paris, a light draught vessel, which succeeded in landing them via the canal at the dock. The ice cleared from St. Michael by July 3 and the Susie arrived at her dock on the 4th. A week was spent taking on her cargo and she left for Dawson on the night of the 11th making the run up the river in about 13 1/2 days, considered excellent time. The Susie's cargo consisted of 400 tons of general merchandise, including quite a quantity of damaged goods, the result of the flood, taken on at Fortymile, 68 passengers, and 74 bags of mail, the latter being principally second-class matter from the States. In speaking of conditions along the river and at St. Michael, Capt. Dolson said:

"We had a very pleasant run down the river, but I was somewhat surprised to find the ice still hanging on at St. Michael when we reached there. The past winter, with the exception of a great deal of wind, has been no more severe than usual, but the season is two or three weeks later. At St. Michael the lowest temperature reached was but 33 below. Up to the time we left no boat had yet arrived from Nome excepting a small tug which forced its way through the floating ice, and we have no Nome passengers aboard excepting Judge Wood who was fortunate enough to catch the boat at the last moment. As we pulled out the bay was full of boats and you can expect steamers in from now on every few days. Both the Weare and Powers got out ahead of us, but we passed them when a few days out, the former at Tanana and the latter with two barges in tow some 30 miles below. We also passed the Gold Star about 10 miles above the Koyukuk but did not learn anything from her concerning the camps on the Koyukuk."

Capt. Dolson was asked if he had heard of any "unprecedented storms" having occurred in Bering sea or the North Pacific this season which had resulted disastrously to any of the shipping interests. When told of the frightful calamity which had occurred to "Black" Sullivan's barges (in the News office) the smile which spread over the old salt's countenance was more than expressive.

"I was in St. Michael a week," said he, "and never heard of any such blows as you speak of. There were a number of ocean vessels in at the time and if anything unusual had happened it is more than likely there would have been some talk about it. There can't be any storm on Bering sea as long as it is covered with ice. The North Pacific is a little choppy sometimes early in the season, but there has not been a vessel, barge, or any other thing wrecked as far as I know of. Even the old tubs which paddle about Nome have had no difficulty in keeping afloat."

Capt. Dolson expects to make two more trips with the Susie this season. Capt. Beadle, who is to command the new N. A. T. & T. boat, the Will H. Isom, was a guest on the Susie this trip inspecting the waters and bars of the mighty Yukon for the first time. Capt. Beadle is an old Mississippi navigator and will take command of his new boat at once upon his return to St. Michael. The Isom is a trifle smaller than the Susie but is more elaborately fitted up and it is said is the queen of the Yukon fleet.

Almost the entire up trip of the Susie was made on coal from the N. A. T. & T. mine at Cliff creek, but very little wood having been consumed. Chief Engineer Foster is highly pleased with the Cliff creek coal and considers it better and cheaper than wood. On the run from St. Michael to Dawson the Susie and other boats of her class will burn almost 1000 cords of wood in the two weeks required to reach here. In time coal will doubtless supplant wood altogether.

EX-MAYOR W. D. WOOD, OF SEATTLE, RETURNS FROM NOME.

Prominent among the passengers on the Susie this morning was Judge W. D. Wood, president of the S.-Y. T. Co. and ex mayor of Seattle. Judge Wood was in Dawson a few weeks ago winding up the affairs of his company and was a passenger on the Susie on her down trip to St. Michael. He has made the round trip in exactly one month, has spent a week of the time in Nome and is the only one of the Susie's 68 passengers who is from the city of the gilded beach.

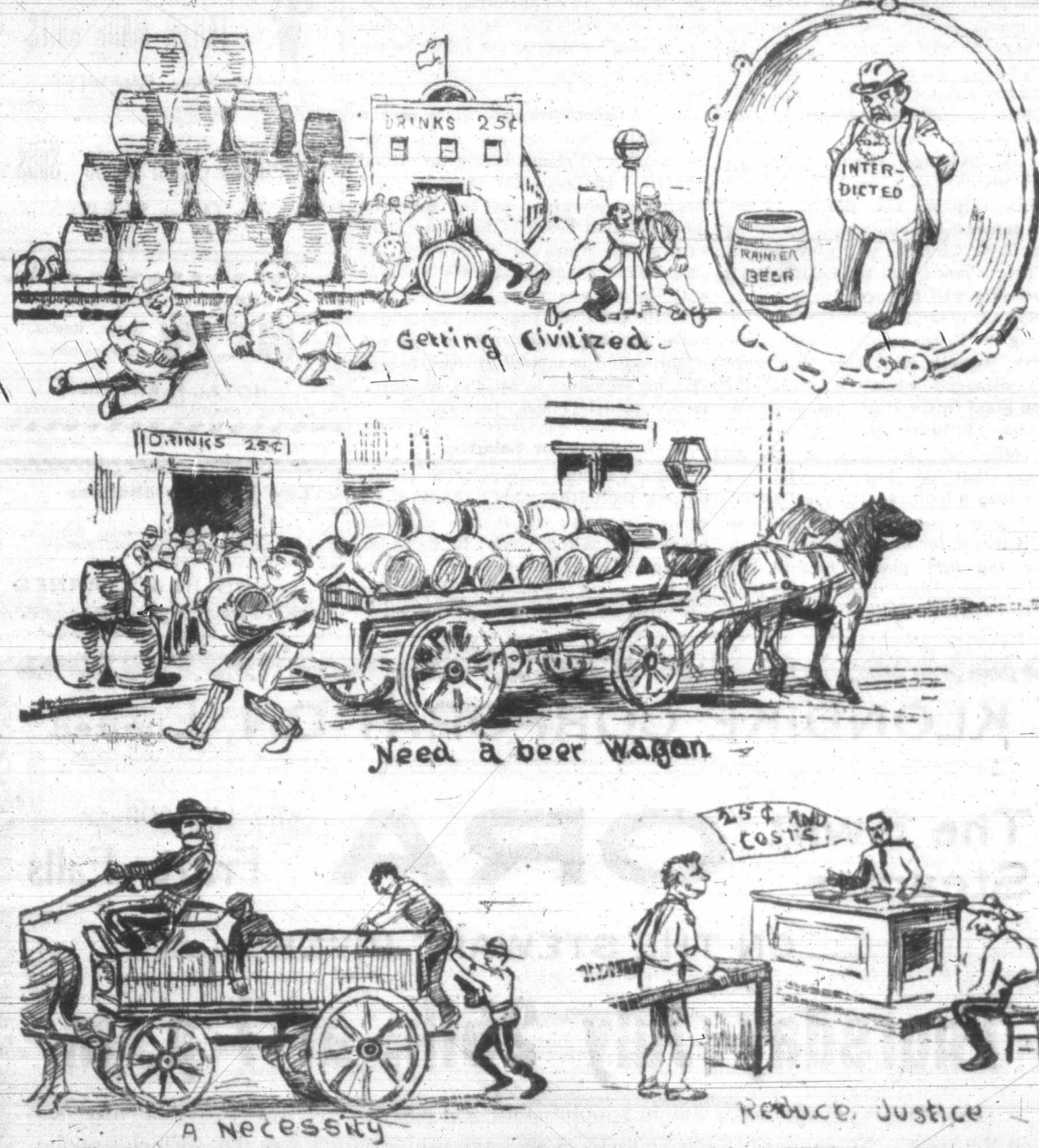
"Nome seems quiet now," said Mr. Wood, "in comparison with last year, but the people are all in good spirits and look for better times than ever before now that much of the litigation in the camp has been adjudicated. The past winter was a very severe one, not so much on account of low temperature as the continuous high winds which made out door life almost unendurable. At the time I left the ice pack was still heavy in the bay and I had to take a row boat out from Nome in order to reach the little tug which carried me to St. Michael. The summer is fully three weeks late and will make the mining season quite short. On account of the scarcity of fuel but very little prospecting was done last winter. There were, however, some deep diggings located and these in the future will be extensively worked. Mr. Lane, the California millionaire who is heavily interested on the creek, is going to prove a great benefactor to the camp and has lately come out as a sort of philanthropist. He has just announced to the miners and

residents of Nome that from now on he will endeavor to furnish coal to all the year around at a uniform price of \$30 per ton. With the assurance of cheap fuel the deep ground located this winter can hereafter be worked continuously. The Lane hydraulic plant is being vigorously pushed, though it is doubtful if it will be completed this season in time to use it. Work on it last year was entirely suspended for a number of months on account of the litigation covering the Lane holdings. The scheme amounts to no less than the washing out of Anvil creek from its source to its mouth, benches as well as creek claims. The pumping plant will be located at Nome and will force water through a 24-inch hydraulic steel pipe to the head of the creek, a distance of ten miles. After the creek claims in which Lane is interested are exhausted water will be diverted to the benches, many of which have been found to be of exceeding richness.

Lane has already bought up a great many of the benches and those which he does not own will be worked on a percentage. Probably the richest bench ground so far discovered is on Nikola gutch which joins Anvil creek at No. 10. It is a 20 acre claim and was not prospected until last spring. Since then it has yielded over \$100,000 and the most conservative estimate one can place on the total output of the claim could not be more than a million dollars. It is a remarkable piece of ground and there are other benches which as far as they have been developed show up almost equally as well.

No, I did not learn anything new concerning the Kougarak or Bluestone districts. The season there is even more backward than at Nome and as near as I can understand there was but very little prospecting done last winter in either district. The fuel question is the serious problem in that country as it is in Nome. Those interested in the Kougarak and Bluestone, however, are expecting good returns from their claims. There is quite an exodus to Teller City but Nome will always remain the principal supply point for all that country. In the past six months there has been considerable improvement in Nome, not the least being the grading and planking of Front street. Business is rather quiet and cheap prices generally prevail.

In regard to "unprecedented storms" and the reported wreck of Sullivan's barges, Mr. Wood stated he had heard nothing whatever of any unusual commotion among the ocean fleet. "I saw two of Sullivan's barges lying at St. Michael loaded and ready to proceed up the Yukon. The third one was also in port although I did not see it. The barges together with the Light, Lightning and Tyrrell were expected to leave for Dawson within a day or two after the departure of the Susie."



FOUR-BIT MEALS AND TWO-BIT DRINKS MAKE DAWSON CHEAP TOWN.

AWAITING INSTRUCTIONS

Hunker, Bonanza and Eldorado Are Temporarily Withdrawn.

The order issued in the gold commissioner's office prohibiting the recording of claims on Hunker, Bonanza, Eldorado creeks and tributaries results from the issuing of the immense hydraulic concession and water right to the syndicate formed by Malcolm H. Orr Ewing, of Malvern, England; A. N. C. Treadgold, of London, and Walter Barwick of Toronto, by the Ottawa government and, which order in council was received in Dawson on the 16th inst. and published in full in the Nugget. The order issued in the gold commissioner's office is that all applications for grants for claims be received but that no grants be issued until further advice regarding the interpretation of the order is received from Ottawa. It is the opinion that the order is

IGNOMINIOUS DEFEAT

Met by Baseballers Last Night in Cricket Game.

A return game of cricket between the Gandolfo team and cricket team played last night ended in an overwhelming victory for the cricketers. The baseballers, elated by their former victory over the cricket team at the latter's own game thought that they had struck something easy and could repeat the operation as easy as before, but they were doomed to disappointment and a look of chagrin spread over their countenances at the end of the game when they looked at the score and saw 38 runs to their credit and 79 for their opponents. They are not altogether disheartened by their defeat and will give the cricketers another go in a short time. A return game between the two teams of baseball is to be played and the baseballers are determined to even up the score when they meet on the diamond.

AWAITING INSTRUCTIONS

Ex-Premier Coming.

Manager H. T. Willis of the Canadian Bank of Commerce received a telegram from his brother Mr. Frank Willis this morning stating that the latter is coming to Dawson this morning and will leave there for Dawson tomorrow. They are coming on a pleasure trip and will probably remain some time. Sir McKenzie Bowell is ex-premier of Canada.

RECEIVED BY WIRE.

MRS. KRUGER IS DEAD

Wife of Ex-President of the Transvaal Dies at Pretoria July 20.

BOTH'S LETTER PLEASED KRUGER

Which Details Future Movements—Boers Still Confident.

CRISIS IN STRIKE IS NEAR.

David B. Hill Presidential Candidate—Terrible Kansas Weather—Capt. Healy on Top.

Paris, July 21, via Skagway, July 25.—A dispatch from Brussels says former President Kruger has just received a cable notifying him of the death of his wife which occurred yesterday in Pretoria.

Dr. Leyds, representative of the Transvaal, has been summoned in haste to Hague on account of the divulging of the Reitz-Steyn correspondence captured by General Broadwood.

It is said that within the past week Kruger has received a highly satisfactory letter from Botha in which a detail of future movements are given, everything going to show that the Boers in the field are as determined and confident as ever.

Crisis in Near.

PPittsburg, July 21, via Skagway, July 25.—A crisis in the history of the present strike is near at hand and both sides are confident. Non-union mills are running on full time. Two big meetings of strikers were held yesterday, one endorsing the other condemning non-unionism.

Hill for President.

New York, July 20, via Skagway, July 25.—The World says David Bennett Hill is out for the presidential nomination and that Bryan will do all in his power to defeat him.

Terrible Heat.

Kansas City, July 20, via Skagway, July 25.—For 31 consecutive days the temperature has been above 90 degrees and most of the time 100. All the small streams in Kansas are dried up.

Captain Healy on Top.

Seattle, July 21, via Skagway, July 25.—Capt. J. J. Healy has organized a company to develop the Yukutat Bay country, establish stores and operate a steamer line from Seattle. The capital of the company is \$250,000.

Electrical Storms.

Grove City, Pa., July 19, via Skagway, July 25.—A fierce electrical storm today resulted in four deaths.

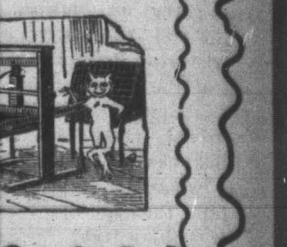
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