

NO MORE WRECKS

Solution of Ry. Problem at Hand.

System of Electric Warnings Devised That Have Proven Safe and Practicable.

Chicago, Feb. 13.—A practical demonstration of the utility of a new departure which, it is claimed by railway officials, will effectively prove the solution in a large degree of the railway collision problem, was made last night on the Chicago, Milwaukee & St. Paul road, near here. The device consists of an exceedingly powerful headlight, which not only perfectly illuminates the track with an immensely bright shaft of light for a distance of a mile, but also embraces the striking and novel feature of a beam of light of almost equal brilliancy penetrating over 700 feet above which can be clearly seen ten miles distant. It is thereby possible for approaching trains to absolutely locate each other by this vertical shaft of light, though miles apart, and it is this feature which railroad officials claim will eliminate the possibility of collision. This vertical beam will, in hilly country and especially where curves in the track are numerous, so positively fix the location of trains that nothing but carelessness on the part of enginemen will permit a collision.

The apparatus consists of a powerful electric arc headlight, a dynamo and steam motor, all of which occupy the space on the locomotive usually devoted to the headlight. The dynamo which generates the current for this searchlight occupies a space of less than fifteen inches wide directly behind the headlight and is operated by a motor driven by steam impact on a turbine wheel. The current is 6,000 candle power, which can be reduced to any degree of brilliancy at the will of the engineer.

One of the heaviest passenger engines on the Chicago, Milwaukee & St. Paul, fully equipped with this headlight, drew a special train a number of miles out of Chicago last night and a practical demonstration of the working of the apparatus was given under the supervision of Chas. W. Adams, formerly assistant general passenger agent of the Pennsylvania system. At a distance of half a mile the telegraph poles and framework on the semaphores were clearly defined, while the track bed itself was distinctly visible for one mile. Straight above the locomotive a shaft of light as thick as a man's body penetrated the darkness and persons posted ten miles away reported that it was clearly distinguishable. This is an entirely new departure in headlight illumination and railway signals. It is further proposed to convey signals of distress or other communications when trouble occurs between telegraph points by the use of colored glass to color the vertical ray of light.

Among those aboard the special last night were H. R. Williams, general manager of the C. M. & St. P.; W. J. Underwood, assistant general manager; G. A. Woodward, general superintendent; F. A. Miller, general passenger agent; and J. F. Gibson, division superintendent, and it was the unanimous opinion that the headlight was thoroughly practical and would become one of the future requisites in railroading.

The Total Population.

Washington, Jan. 27.—The census bureau today issued a report announcing that the population of the entire United States, including all outlying possessions, was 84,233,039 in the census year 1900. This is itemized as follows: Continental United States, or United States proper, 75,994,575 (heretofore announced); Philippines, 6,961,339, being the estimate of the statistician of the Philippine commission; Porto Rico, 953,243; Hawaii, 151,001; Alaska, 63,592; Guam, 9,000; American Samoa, 8,100; persons in the military and naval service of the United States outside of the territory of the United States proper, 91,219.

The report announces that the twelfth census only extended to Alaska and Hawaii outside of "continental United States," but that the figures for the rest of the United States domain are taken from the best available resources.

The report says that the nation has grown nearly sixteen fold in 100 years. It continues: "There are but

three countries which now have a greater population than the United States, namely, China, the British empire and the Russian empire. China and the British empire have each of them probably between 350,000,000 and 400,000,000, or together nearly one-half of the total population of the earth. The Russian empire, with about 131,000,000 people, has been increasing during the century just closed with greater rapidity than any other continental power. Its growth, like that of the United States, has been partly through the natural increase of its population and partly through great acquisition of territory. It had about 38,800,000 people in 1800, and has increased more than three and one-half times during the nineteenth century.

France, including its dependencies, is the fifth country of the world in order of population, and has about 83,660,000, or almost the same number as the United States. Of these, over 25,000,000 are in African dependencies, nearly 17,000,000 in Asia and 2,000,000 in Madagascar. These five most populous countries together include over two-thirds of the estimated population of the world, which is placed by the best authorities at between 1,500,000,000 and 1,600,000,000.

This House is "Loaded."

Atlantic City, N. J., Jan. 5.—Atmospheric conditions have charged the building in which Dr. Herman Marcus lives, South Carolina and Pacific avenues, with electricity in such a manner as to alarm the occupants of the house.

Shocks are received when doors, windows and desks are opened, and when persons in a room touch each other. Shaking hands produces shocks, and for a time yesterday the household was kept in a state of nervous agitation. They believed that telephone wires and gas and water pipes had become entangled, and the services of C. L. Goodman, superintendent of the Atlantic Coast Telephone Company, was called in to solve the mystery.

He found that nothing was wrong with the wires, but that the building had become surcharged through the weather conditions.—New York Sun.

ANOTHER PETITION

Regarding the Treadgold Concession

Is Now Being Circulated and Generally Signed—Addressed to Lord Minto.

The form of petition which Col. McGregor, who called the first mass meeting on the Treadgold question, is now busily distributing for signatures, reads as follows:

To the Right Honorable, The Earl of Minto,

Governor-General of Canada

We, the undersigned petitioners, residents of the Yukon Territory, view with deep concern the action of the government in granting what is known as the Treadgold concession, embracing within its prescribed area as it does, Bonanza, Eldorado, Hunker and Bear Creek, with all their tributaries, thus practically closing this entire mining district to the efforts of the individual prospector.

Further, we view with alarm the exclusive right given the company by virtue of the conditions set forth in the articles of the said concession to nearly all the available water in the Klondike district for mining purposes, the exorbitant rate of twenty-five cents per miner's inch per hour to be charged; the small quantity the company is obliged to deliver, and the indefinite period of time allowed for the completion of the work, we consider a most serious phase of the conditions.

Firmly believing that the order-in-council granting such a monopoly as the said Treadgold concession is based on a misunderstanding, and if not repealed will surely result in disaster to this camp,

We ask, therefore, that in your wisdom you will be pleased to cause the matter to be brought to the attention of the government for its most earnest consideration.

And your petitioners as in duty bound will ever pray.

Dated at Dawson this 22nd day of February, A. D., 1902.

Choicest cuts, beef, mutton and pork, at Bonanza Market, next Post Office.

Job Printing at Nugget office.

ARE AHEAD OF TIME

Dawson Chronometers 45 Minutes Fast.

Will Be a General Set Back on March First—Jeweler Biffi to the Rescue.

Editor of the Nugget:

It may be of interest to the people of Dawson and vicinity to know that the time supplied by the noon gun and other time-giving instruments in town is 45 minutes too fast. The standard time as adopted for the Yukon Territory by the Yukon council is the 135th meridian west of Greenwich, and while Gov. Ogilvie was here he made observations regularly and all clocks were corrected after his time. Since he left no time observation has been made, as I understand, but a chronometer has been used and the result of several observations made by the undersigned shows the said chronometer to be about 45 minutes and some seconds too fast of the 135th meridian line.

As the last observation was made on the 22nd inst., the 45 minutes stated may not be the exact time for today, but if it is agreed to change the time we are now using to the correct standard time which we should use and which is legal time here, I will furnish the time hereafter at sufficient close intervals, so as not to get ahead or behind more than a few minutes at the time.

L. NETLAND, C.E.

Dawson, Feb. 25th, 1902.

In connection with the above it will interest the people of Dawson to know that Jeweler James Biffi, who has but lately returned from the outside, brought back with him a marine sextant by which he is enabled to acquire the current time by either sun or star tests. Mr. Biffi has lately made four sun and two star observations and has discovered that Dawson

time is now 45 minutes fast.

Mr. Biffi has talked with the officials at the barracks as well as with many of the business men and all agree that our daylight should be more evenly divided by giving more of it to the forenoon. Mr. Biffi says that that March 1st has been selected as the date for Dawson's moving back to the correct time. Verily, we are a fast people.

The Pacific Northwest.

The barbed wire telephone craze has started at Farmington and there is some talk of extending a line to Selkirk and also one west for about seven miles. There is also a movement on foot to establish a rural delivery postal service.

Thomas H. Stringham died at McDonald postoffice, ten miles southwest of Port Angeles, on the Elwha river, on Sunday, February 2. Mr. Stringham was born at Rochester, N. Y., March 29, 1826, and came to the Pacific coast in 1860. He had been a resident of Clallam for several years and kept the postoffice and a little store at McDonald.

Michael Kelly is in the county jail at Lewiston, Idaho, awaiting trial on the charge of assault with intent to kill James Green. Both men are residents of the Mohler neighborhood. They have been enemies for some time, and Thursday it is alleged Kelly started for Green with a shotgun and fired at him. Kelly claims that the cartridge he used was a blank.

Thomas Snyder, of Harrington, came in from a goose hunt, laid his shotgun, cocked, on a table in his cabin, and started to remove his gloves, when the gun went off, the charge from one barrel passing through his overcoat. The concussion knocked the gun to the floor, discharging the other barrel. This second charge passed into his foot at the instep, completely shattering the bones of the foot. The wounded man attempted to reach his nearest neighbor, two and a half miles away, but after covering half of the distance by crawling over the frozen ground in the bitter cold he became exhausted, and would undoubtedly have bled or frozen to death had not W. J. Green, who happened to be passing that way found him.

Where Pussy Blind-red.

One other life besides that of the luckless Finn, swept overboard while

reefing sail, was lost from the schooner Clifton, whose skipper and crew were brought into port on Saturday night by the Bristol line steamship Exeter City, from Swansea. The life belonged to the ship's black cat, Erebus, which had sought refuge high in the forward rigging when the seas began to tumble aboard. A seaman went up the ratlines to get the cat,

but it ran clear to the top of the mast. It could not be coaxed to come down and perished in the fire set to move the derelict from the harbor westbound liners. It was seen to abaze into the sea when the schooner reached it.—N. Y. Sun.

Job Printing at Nugget office.

The Northwestern Line

the Short Line to Chicago And All Eastern Points

All through trains from the North Pacific Coast connect with this line in the Union Depot at St. Paul.

Travelers from the North are invited to communicate with

F. W. Parker, Gen'l Agent, Seattle, Wash.

The Great Northern "FLYER"

LEAVES SEATTLE FOR ST. PAUL EVERY DAY AT 8:00 P. M.

A Solid Vestibule Train With All Modern Equipments.

For further particulars and folders address the GENERAL OFFICE - SEATTLE, WASH.

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Lone Star Stock Is the Best Investment Ever Offered to the Public.

We claim we have the mother lode.

Can you deny these facts. The mines are situated at the head of the two richest creeks on earth—Eldorado and Bonanza. Gold is found on every claim on Bonanza creek, and up Victoria Gulch to the quartz mines. If it did not come from this ledge, where did it come from?

The gold found in the creek is the same as that found in the ledge.

The gold is found in slide matter on Seven pup. Where did it come from?

The best pay found in Gay Gulch is at the head of the gulch, below the quartz mines. There are eight gulches heading at the Lone Star mines. They all carry gold. Where did it come from?

Lone Star stock is the best investment

ever offered to the public. Buy now. The books will soon be closed and you will be too late. Don't let the man who knows it all tell you that there is no quartz in this country. The fools who make that statement have no bank account, which is the proof of their wisdom.

Every placer camp in the world turned into a quartz camp.

Cripple Creek was a placer camp. The men who knew it all were there. They made the same statement. A carpenter found the quartz after the wise men had left.

Have you ever visited the Lone Star mines? If not, you have no right to even think. Go up and satisfy yourself. Yours for business and a quartz camp, LEW CRADEN.

LONE STAR MINING AND MILLING CO.

LEW CRADEN, Acting Manager.