

PROSPERITY RAMPANT

Seattle and Tacoma Are Both Booming

Says Captain Dobler Who Arrived on the Steamer Powers Yesterday.

Captain Jacob Dobler who has been with the N. A. T. & T. Co and Northern Navigation Co. for the past four seasons, and who is yet with the former, was an arrival on the Powers yesterday from Stewart river, where he joined the fleet several weeks ago. Captain Dobler spent the winter on the outside and in conversation with a Nugget man last night said:

"Never in their history have either Seattle or Tacoma been so prosperous as at present, not even in the boom days of '88 and '90. In both cities property has advanced 30 per cent. in the past six months. Seattle, of course, is the better city of the two and will be the best city on the Pacific coast, not excepting San Francisco, within five year's time. Thousands of settlers are coming to the Puget Sound country and property of all kinds is in great demand."

Captain Dobler has not yet been assigned by the N. A. T. & T. Co., but will probably be given a berth on one of the company's steamers which wintered on the lower river.

Being Overhauled.

While No. 1 fire engine is being given its annual cleaning and overhauling, No. 3 which is to be located in South Dawson, is doing service at the slough near No. 2 fire hall.

The Ladue

Quartz Mill

IS NOW IN OPERATION.

We have made a large number of tests and are ready to make others.

We have the best plant money will buy and guarantee all our work in this mill and also in the

Assay Office

EMPIRE HOTEL
JAS. F. MACDONALD
MAX. LANDREVILLE
Everything New, Elegantly Furnished
Well Heated, Bar Attached.
SECOND STREET. Near Second Ave.

Shoff's Rheumatic Cure

It Cures when all Else Fails

PIONEER DRUG STORE

24th MAY 4th JULY

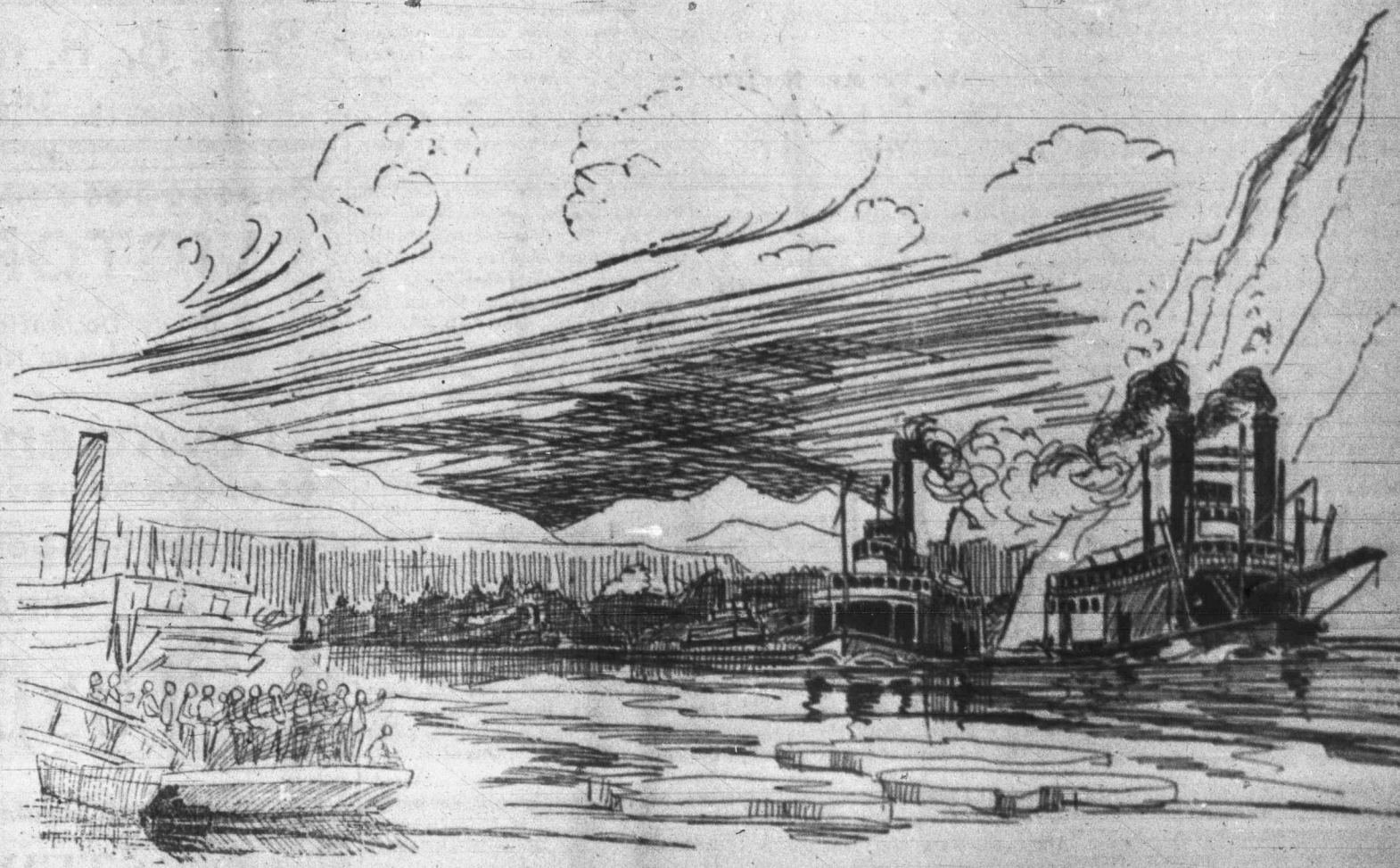
CANADIAN, BRITISH AND AMERICAN

FLAGS!!

3 Feet - 6 Feet - 9 Feet 12 Feet.

McLennan, McFeely & Co., Ltd.

CROWN AND BRIDGE WORK
\$10 PER TOOTH
Teeth Filled \$2 up
These are Outside Association Prices
Dawson Dental Parlor
Bank Building, Opp. N. C. Co.



THE FIRST STEAMERS ARRIVE

After Seven Months of Desertion and Quietude the Water Front Again Becomes Scene of Activity—Lower River Fleet Which Wintered at Stewart Arrived at 5:15 Yesterday Evening, Followed Shortly After by Steamers From Hootalinqua and Lower Lebarge—Sybil Carried Broom at Her Masthead, Being First of Upper River Fleet to Arrive—Heavy Mail Received—How Ice Jams Were Avoided—Few Passengers—Perishable Freight and Live Stock—Ships and Crews.

If the wag who last fall inscribed on the White Pass bulletin board "the last boat has went" will now add to his literary fame by supplementing his initial effort with "the first boat has come," the sequence of events will have been kept up and the historian will be heralded as the Bancroft of the Klondike. Not that such an announcement is strictly necessary for the information of the public, as it is doubtful if there is a man, woman or child within a radius of ten miles of the water-front who does not know of the arrival of the boats last night, but to the average Klondiker it has a deeper significance than can at first be understood, for it means the end of an eight months' isolation, almost an imprisonment, that as the grand finale draws near, the break-up, becomes well-nigh unbearable. It is like a beleaguered city upon which the siege after months has been raised, and people take a new lease on life, satisfied once more that there are worse places on earth to live than Dawson. Vive le first arrivals! They bring joy unalloyed, peace and contentment to say nothing of the fresh establish and not forgetting, in this instance, the 250 kegs of cheechaco beer.

Yesterday morning when it became known the boats had gotten by the jam at Rink rapids in the night and had passed Selkirk all sorts of speculation was indulged in as to the hour of the first arrival and which particular boat it would be. The Prospector was a decided favorite by reason of her superior speed and light draft, but when the telegraph office issued the bulletin showing the Sybil to have passed Ogilvie at 2:40 with the Bailey and Prospector 40 minutes behind her, it was at once surmised she had met with an accident in order to have lost the two hours of a lead had when Selkirk was passed. Shortly after noon word was received from Stewart that the Northern Navigation fleet which wintered in Steamboat slough had left for Dawson and it became a question as to which would arrive first, the lower or upper river boats.

It was nearly 5 o'clock when several who were on the lookout for the first sign of a steamboat saw a puff of smoke arise far up the bend above Klondike City and an instant later the cry of "steamboat" was raised, the ubiquitous street gamins took it up and half the houses of the city emptied themselves of their contents, everyone rushing down to the water front to greet the craft so welcome. Seemingly within five minutes every dock was black with people and as the first boat appeared opposite the Klondike and tooted a merry good evening there was a yelling and cheering sufficient to awaken the dead. The flagship of the fleet proved to be the Seattle No. 3 with a barge in tow, she sailing by the White Pass dock at 5:15. Three minutes later the palatial Will H. Isom with the barge Huron passed, then at 5:23 came the Susie, the Sarah at 5:25 and the T. C. Power at 5:30, all of them being of the Northern Navigation fleet. While everyone was telling his neighbor how good it seemed to see the steamboats once more, another appeared around the bend and in a few moments the single yellow smokeslack of the Sybil was recognized. Quickly the run to her wharf was made, to which she tied up at 5:31, the first steamer of the season

to arrive from the head of navigation. One of the first to be seen aboard was the familiar face of Geo. Pulham, superintendent of the winter mail service, who was leaning far out the window of the pilot house. In reply to questions concerning the mail, Mr. Pulham said:

"I have about 1000 pounds of mail aboard this boat, including that which left Whitehorse May 1st and on the 8th. The next mail, the 15th, left Whitehorse in a canoe intending to catch up at Hootalinqua, but we left before it arrived and it will doubtless be brought down in the Zealandian. The May 1st mail which I had hoped to get to Dawson over the ice only got as far as Mackay's, the lower end of the cut-off. To have come any further at that time it would have been necessary to have had a balloon. I crossed the ice in Lebarge a few days ago and it was as solid apparently as the rock of ages. I do not think it will break up before the first week in June and I doubt very much if the first through boat arrives before the 6th or 8th. We made the record time down from Selkirk on this trip, covering the distance in 21 hours and 19 minutes, stopping at Selwyn, Hallway, Stewart, Ogilvie and Indian river. The last we saw of the Prospector was three miles above Thistle creek."

Captain Gardner, master of the Sybil, tells an interesting account of their trip down.

"We left Hootalinqua," said he, "at 10 o'clock on the morning of the 15th with a perfectly clear river. The first jam we encountered was at Tantalus, but the delay there did not last long. At Five Fingers we came upon another that extended two or three miles below Rink rapids and must have been seven or eight miles long. We tied up twelve hours, finally made the run through Five Fingers through the main channel and slipped around the jam at Rink by a new channel that the ice cut far over to the left bank. Just above the rapids the water had backed up until the river at that point was like a millpond and for a time we anchored out in midstream. We followed the new channel around Rink rapids

clear down to Mackay's, it being just wide enough to let a boat through. The next one we ran into was below Hootchiku at the Ace of Clubs wood-yard, where we tied up five hours. Six miles below Minto we came upon another jam and at Hell Gate there was still another. Around the latter we followed a new channel which the ice had cut out. It was barely wide enough to allow our passage with a current running like a millrace. The last jam we saw was three miles below Selkirk which we also went around. So far I noticed no particular change in the channel from last season. There is a good stage of water, particularly from Selkirk down. The Sybil, Prospector and Bailey passed the latter point in a bunch."

The cargo of the Sybil consisted wholly of live stock belonging to H. I. Miller, 63 head of cattle and two horses. The passengers were Mr. and Mrs. H. I. Miller, George E. Pulham, A. Fair, W. Atchison, and Mrs. A. Gibson and child. The crew of the Sybil this season will be as follows:

Master—Captain Gardner.
Pilot—Sid Harrington.
Purser—Al Haynes.

Chief Engineer—Frank Mavis.
Second Engineer—A. Berryman.
Mate—Wm. Jackman.
Forty-five minutes after the Sybil arrived the Prospector tied up at her dock and Wm. Meed, F. A. Davies, F. D. Boyer and a few other old-timers were busy shaking hands and renewing acquaintances of last season. The crew of the Prospector was considerably chagrined at having lost the race though it was due entirely to an accident which could not have been anticipated. T. A. Davies in speaking of the trip down said:

"We were the first to leave lower Lebarge and found Thirtymile river quite low, all the boats touching more or less on the way down. From Hootalinqua the Prospector, Bailey and Sybil kept pretty well together, all going through Hell Gate together, we being the last in the procession. A few miles below Selkirk we ran into a jam. The other boats finding the channel blocked turned back a short distance and tied up at a wood yard waiting for the ice to clear. We, however, poked around first on one side and then the other until we found a little narrow channel far over to one side through which we slid unknown to the others, they supposing we had tied up the same as they had. We secured an allowance of two hours before they found out we had gone and then they, too, came through in the same manner we did. Our first accident happened above Thistle creek when a large ice floe ran into one of our rudders and damaged it so badly that the boat could not be steered. We had to tie up over an hour while another was being shipped in its place and even at that we would have been the first in had not the other rudder met with the same fate in the same manner a half hour later. Again we tied up and made the needed repairs, during which time both the Sybil and Bailey went by. The latter was less than an hour ahead of us when we again poked out and the last 40 miles of the trip was a race for your life. We finally overtook the Bailey, passed her and fairly walked away from her."

During the winter the Prospector has been given a thorough overhauling, has had a new house built containing 25 staterooms and now has accommodations for 80 first class passengers. She will at once enter the Stewart river run and make regular trips between Dawson and Fraser Falls. Beyond Messrs. Davies and Boyer, she brought no passengers. Her cargo consisted almost entirely of perishables embracing onions, 70 cases of eggs, lemons, oranges, cheese, ham, bacon, cream and a few sundries, the consignees being Lilly Bros. and Hoas & Shaw. The following is the crew of the Prospector:

Master—Captain John Walker.
Pilot—Jack Shannon.
Purser and general manager—Wm. Meed.
Chief Engineer—John Dean.
Second engineer—Ed. Dean.
Mate—H. Martin.
Captain Ritchie, who for two seasons was captain of the U. D. Co. and later master of the Prospector, has sold his interest in the boat and his assistant has probably not been seen in Dawson this summer.

The Bailey was the next of the upper river fleet to arrive, she having left Hootalinqua on the morning of the 15th receiving her cargo from the

(Continued on page 6.)

THE CANADIAN BANK OF COMMERCE

Capital paid up (Eight Million Dollars), \$8,000,000.
RESERVE FUND, \$2,000,000.

The Bank is prepared to purchase gold dust at actual assay value, less the usual charges for express and insurance, up to and including 30th April, 1902; after which date all dust will be subject to the proposed export tax.

D. A. CAMERON, Manager.
Dawson Branch.

The Klondike Nugget

Telephone No. 12 (Dawson's Pioneer Paper) Issued Daily and Semi-Weekly. GEORGE M. ALLEN, Publisher

Subscription Rates: Daily, Yearly in advance \$30.00, Per month by carrier in city in advance \$2.50, Single copies 5c.

Notices: When a newspaper offers its advertising space at a nominal figure, it is a practical admission of "no circulation."

Letters: And Small Packages can be sent to the Creek by our carriers on the following days: Every Tuesday and Friday to Gold Road, Bonanza, Hunker, Dominion, Eldorado.

Monday, May 19, 1902.

\$50 Reward.

We will pay a reward of \$50 for information that will lead to the arrest and conviction of any one stealing copies of the Daily or Semi-Weekly Nugget from business houses or private residences, where same have been left by our carriers.



Amusements This Week.

Auditorium—"The Wages of Sin." Orpheum—Burlesque and Vaudeville.

The First Boats.

The opening of river navigation was officially inaugurated yesterday by the arrival of no less than nine steamers, all of which are now in regular commission and ready to handle the big volume of summer traffic.

Meeting Tonight.

A meeting of the general committee on "Victoria Day" celebration will be held in the Board of Trade rooms this (Monday) evening at 8:30 o'clock.

Capital Coming.

The summer promises to bring an influx of people to Dawson among whom it is satisfactory to note, there will not be wanting those with money seeking investment.

Hotel Arrivals.

Regina Hotel. M. J. A. McDougal and wife, Hunker; John J. Donovan, Dominion; Capt. J. V. McCarthy, Stewart; R. Winkler, city; J. A. Segbers, city.

Summer Underwear. We are showing a very fine line of German Made, in Natural Wool and Silk and Wool Mixed; also a full line of Balbriggan, Natural Wool, Light Wool, Cotton, Etc.

J. P. McLENNAN. 233 FRONT ST. Phone 101-B

In round figures the Boer war has cost Great Britain the sum of \$825,000,000. Before the troops are all brought home and disbanded, the amount will run well up to a cool billion.

The festivities in connection with the celebration of Victoria Day will begin on Friday afternoon and continue throughout Saturday.

Seattle is to have a line of big steamships affording direct communication between that city and China and the Philippines.

Almost continuous showers, combined with large importations of draught beer, preclude the possibility of a dry summer.

Moros Recognize Troops.

Manila, April 29.—Gen. George A. Davis has arrived at Lake Lanao, island of Mindanao, and has had an interview with nine Dattos who are desirous of peace and friendship.

Not a shot has been fired since Lieut. Col Frank D. Baldwin, of the Fourth infantry, captured the fort.

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J. P. McLENNAN. 233 FRONT ST. Phone 101-B

LOWER RIVER STEAMERS

Float Majestically From Winter Quarters

Crews Who Will Man Northern Commercial Fleet This Year.

A prettier sight was never presented on the water front than yesterday when the fleet of the Northern Navigation Company that had wintered in Steamboat slough near Stewart, slowly filed by the city each an equal distance apart and maneuvering like a fleet of war vessels.

The fleet left its winter quarters shortly after noon in charge of Captain Looney, fleet captain, the run down being without incident saving the narrow escape from total destruction by fire experienced by the Sarah.

Master—Captain W. M. Looney. Pilot—John McCann. Mate—John M. Burns.

Master—Captain John G. Moore. Pilot—W. H. Bledsoe. Purser—Bays.

Master—Captain O. J. Newcomb. Pilot—Polis. Mate—Connors.

Master—Captain H. S. Depuy. Pilot—Harry Young. Mate—M. A. Matson.

Master—Captain Le Ballister. Pilot—Boerner. Mate—Downing.

Captain McCarthy will again command the T. C. Power this season and the palatial W. H. Isom will be in charge of Captain Hoelscher.

STR. SARAH ON FIRE.

The steamer Sarah, of the N. C. fleet, which arrived yesterday from her winter quarters near Stewart, will probably never again have such a narrow escape from total destruction by fire as she experienced while en route to Dawson, and that she is not now a mass of ruins is due entirely to the perfect organization of her fire department and the magnificent manner in which they performed their duty.

Juvenile Thieves.

Two boys, Fred Buteau and John Kay, the former a half-breed Indian, the latter a white boy whose mother is said to be in Vancouver, were in the police court this morning on the charge of having entered the cabin of Clarence Still near the mouth of Bonanza and of having stolen therefrom a camera and developing material.

Game Postponed.

The much looked for game of baseball between the N. C. Co.'s team and the Yukon Sr.'s, has been postponed until Wednesday evening, owing to rain and the unfit condition of the grounds.

Prospector.

The white boy is apparently about 12 years of age, while the Indian is not over 10. When locked up in jail last night the white boy was very much excited, but the little Indian manifested no concern whatever but curled himself up and was soon sound asleep.

THE STR. SEATTLE NO. 3

Will leave Dawson for Bergman and Bettles on or about the 27th inst.

STEAMER SARAH

Will leave Dawson June 5th, connecting at the mouth of the Koyukuk River with the "Str. Rock Island" for Bergman and Bettles.

FOR THE KOYUKUK

NO DANGER OF ANY SHORTAGES. We Have Arranged. The sailing dates of our steamers in accordance with our many years experience in navigating the Koyukuk and Yukon Rivers.

B. B. B., B. of N. B. On Tap at the PIONEER SALOON

VICTORIA DAY. Before Decorating Get Our Prices on Flags and Bunting.

Townsend & Rose

STEAMER PROSPECTOR..

Will operate regularly to all points on STEWART. Sailing From Aurora Dock

ANGLO-AMERICAN COMMERCIAL COMPANY. Standard Cigars and Tobacco, Wholesale and Retail at Right Prices.

IF YOU WANT good, fresh Beef, Mutton, Poultry, Game, etc. See Shaw & Co.

SUMMER TIME TABLE THE ORR & TUKEY CO., Ltd.

Table with columns for service types (Week Day, Sunday), routes (GOLD RUN, GRAND FORKS, HUNKER), and destinations (CARIBOU, 7 BELOW L. DOMINION, GRAND FORKS).

The White Pass and Yukon Route The British Yukon Navigation Co.

Operating the following first-class sailing steamers between Dawson and Whitehorse: "White Horse," "Dawson," "Selkirk," "Victoria," "Yukoner," "Canadian," "Sybil," "Columbia," "Galley," "Zealandia," and Four Freight Steamers.

FOR THE KOYUKUK

"The Str. Seattle No. 3" Will leave Dawson for Bergman and Bettles on or about the 27th inst.

"Steamer Sarah" Will leave Dawson June 5th, connecting at the mouth of the Koyukuk River with the "Str. Rock Island" for Bergman and Bettles.

NO DANGER OF ANY SHORTAGES

We Have Arranged. The sailing dates of our steamers in accordance with our many years experience in navigating the Koyukuk and Yukon Rivers.

Our Fast New Steamer Koyukuk

Will report for duty on the Upper Koyukuk the middle of June.

NORTHERN COMMERCIAL COMPANY.

ONCE MORE WIDE OPEN

Seattle Gamblers Have Agreed on Terms

Frank and John Clancy Are Paid \$3,000 per Month as Regular Tribute.

Seattle, April 30.—After an enforced suspension of almost two months, public gambling was resumed last night, and Seattle is once more a wide-open town.

The negotiations leading up to and paving the way for a resumption of gambling rival in their complications Dickens' far-famed circumlocution office, and involve not only concessions on the part of both factions in the sporting world, but an open rupture within the ranks of the Clancy faction, which has estranged one of the three brothers, who has heretofore been a leading spirit in the fight.

The gambling houses reopen on the following terms: The five big houses which have been run in this city for more than two years past will, upon the first and fifteenth day of each month, pay over to a well known business man the sum of \$1,500 as the tribute demanded by John and Frank Clancy.

Now that the gamblers have succeeded in reopening their establishments, the inside facts which have complicated the situation have been brought to the surface. On Friday last Tommy Clancy, who had up to that time largely conducted the negotiations between the administration and the Clancy faction, called upon Chief Sullivan and Mayor Humes.

The announcement, which was received as authoritative, created a veritable panic among the fraternity, including John and Frank Clancy, who, it appears, claim to have been misrepresented by their brother in his statements to the mayor and the chief of police.

In the meantime an open rupture between the Clancy brothers, Frank and John, aligned against Tommy, took place, with the result that the latter withdrew or was forced from the combination, and immediately set about opening a house for himself within the limits of the new district.

The houses which reopened in their original locations are the Totem Club, "111," Standard and Dawson clubs. Neither the White House nor the Green Light, both fronting Washington street, were equipped to open when the necessary permission was extended, though both will undoubtedly resume play before this evening.

The permission to reopen the houses within the limits of the old district was not granted upon any compromise from the gamblers that they would retire to the new district within a specified time.

promise agreement with the Clancys, and play will go on as of old," said one well known proprietor, summarizing the result of the complicated negotiations.

Last night Tex Ricard, proprietor of the Western Club gambling house, which has been denied permission to open as the result of protests lodged by the tenants of the Dexter Horton bank building, announced that he would open his house tonight, notwithstanding it is generally believed it will be raided should such an attempt be made.

Wayward Girl an Heiress. Portland, Or., April 18.—Ida Long, a pretty but wayward miss who is from Los Angeles, and who was arrested here as a vagrant a few weeks ago, is heiress to \$100,000 which her grandfather, who has just died in Wisconsin, left to her.

Heaven's Whirlpools.

Something entirely new is about to be undertaken in astronomy, and the brilliant American girl astronomer, Dorothea Klumpke, is to perform the most important part of the work.

It is no less than an attempt to ascertain by the aid of photographs whether the great spiral-shaped Nebulae that glow here and there among the stars are subject to a visible whirling motion.

The forms of these strange objects indicate that they resemble in the nature vast whirlpools composed of incandescent gases, mingled perhaps with meteoric bodies, and started in gyration by means of forces and influences not clearly comprehensible to us.

Telescopic observation alone does not suffice to reveal their movements because they are so immense and the length of an observation is so brief that there is not time enough for the effects of the probable motion to reveal itself to the eye.

Moreover, on account of the faint and hazy outlines of the nebulae no drawings of them made by hand can be rendered satisfactorily accurate to serve the purpose.

But now that astronomical photography has reached a high degree of perfection, all this is changed, and it is hoped that by comparing such photographs taken at intervals the whirling of the nebulae will be rendered evident to our senses.

The interest of this experiment lies in the fact that there is some reason to think that the spiral nebulae represents a primordial condition of the substance out of which the stars, worlds and suns composing the universe have been formed.

By learning what laws control the motion and contraction of such nebulae, we shall approach toward a solution of the old and always interesting question of how the world began.

But the fact should not be lost sight of that the spiral nebulae now visible in the heavens enormously exceed the entire solar system in extent. It is probable that such a nebulae as the large one in Canes Venatici, or the still mightier one in Andromeda, contains enough matter to form hundreds of thousands of solar systems.

ago, and his series of photographs has been continued at more or less frequent intervals during the intervening time. Miss Klumpke's first work consisted of a most careful measurement and comparison of these accumulated photographs of Dr. Roberts, upon which, as already explained, the results of any change of form undergone by the respective nebulae must be recorded, provided that those changes have been rapid enough to reveal themselves in course of a decade.

Possibly as photography improves it will become easy to detect motions on the nebulae of a far more complex form than has yet been suspected.

Certainly astronomy has never presented more important or more fascinating problems than it does today, and the means of attacking these problems have never been more abundant or more full of promise.

The Retort Poetic.

"Hard it must be to write in numbers swelling" (Thus to an impetuous poet sneered a wit), "The while, perhaps, your stomach is rebelling

"Because you've nothing to put into it."

"To write with empty pocket, Lenton larder, I grant you that were hard," the poet said,

"But then I think you'll find it much the harder To write a poem with an empty head."

Problems in Physics.

The nature of gravitation is quite as far from being understood as it was a hundred years ago.

While we have learned to create and to destroy other "fields of force" electric and magnetic, and to direct and control the lines along which these forces act, we are helpless in the omnipresence of gravitation, which we can neither create, destroy nor control in any fashion.

This law means that one gravitational field of force does not interfere with or modify another, and while no one has yet made an experiment which, upon final examination, discredits it in the least degree, it is not safe to say that a better knowledge secured by more accurate investigation may not reveal departures from it.

Newton found that gravitational attraction was not "selective" in character; that gold, silver, lead, sand, wood, water, wheat, etc., were all equally subject to it; but his apparatus and methods would be regarded today as very crude and indecisive.

Within a few years several very interesting attempts, have been made to ascertain if gravitation was "directive," especially in crystalline bodies, but all results have thus far been negative in character.

Many, indeed, have declared that all forces must be of the nature of a "push" and never a "pull," and this has made it necessary to provide such methods or medium by means of which a push may be communicated.

That we have been able to create such a beautiful (though yet incomplete) scheme as is comprehended under the term "ether physics," with all of the accompanying marvels of experiment and practical application to the betterment of the physical condition of man, while we stand dumb in the presence of the simple phenomena of a stone falling to the ground, is one of the wonders of the age.

phenomena to electrical conditions of the ultimate constituents of matter, a line of examination by no means unpromising. Physical research in the future is going to be tremendously assisted by the utilization of means that have grown out of the practical appliances of hitherto discovered physical principles.

The physical laboratory of today possesses facilities for producing the very lowest and the very highest known temperatures; in it one can study the behavior of matter in the most intense magnetic fields; electric currents, powerful up to almost any degree of mechanical stress are easily available; and in this way applied science will pay, in some measure, the great debt it owes to pure research.

Never before were there so many persons actually engaged in physical research, and never before were the conditions by which the philosopher is surrounded so favorable as now.

While there are still problems enough "to go around" and to spare, there can be little doubt that the future will bring much concentration of effort upon a few of those mentioned above, on account of their fundamental importance and we may be tolerably sure that the new century will see them well advanced toward solution.—Examiner.

One morning Eve came in and found Adam waiting impatiently for lunch. To his snappy inquiry as to what she had been doing she replied: "Over at the rubber-tree, making a rainy-day skirt."

"Humph!" snorted Adam. "This new woman movement gives me a pain."

"Say, young feller, wuz they a epidemic in the city last night?" "Epidemic? Why, no. What made you think so?"

"They wuz such a clatterin' of buggies all night I thought everybody in the hull town wuz goin' fer the doctor."—Judge.

Mrs. A.—"I sent my daughter to a cooking-school to fit her for marriage."

Mrs. B.—"Was the experiment a success?" Mrs. A.—"No. The man she was engaged to found it out."

Mrs. Crabshaw—"At New Year you are ready enough to swear off what I ask you, but you never keep your promises."

Crabshaw—"That's your fault, my dear. Why don't you furnish me resolutions that are warranted not to break?"

Or words to that effect. The usual time for the appearance of the slumber brand in past years has been in early April, about the time people who have hibernated all winter get out on the sidewalk to bask in the spring sunlight and air off. It is then that men, sustained and soothed by four fingers of this particular brand, wrap the draperies of climate about them and lie down to pleasant dreams.

That season came this year and was laid away on the shelf of eternity without the appearance of the slumber brand in our midst (although some men persisted in getting too much of other brands in their midst.) Now, however, its effects at this late day are apparent.

In Judge Macaulay's court this morning Peter Soderberg was charged with having been found asleep on Fifth avenue at an early hour Saturday morning with no covering save the dapple iron gray canopy of heaven, a trace of fog and .01 per cent. of smoke. Peter admitted the charge but that is as far as he would commit himself, having nothing to say in his own behalf. A fine of \$5, and costs was imposed to remind Peter that it is not recherche to retire on a public thoroughfare.

AURORA SALOON THOS. GHISLAIN, Prop. Wines, Liquors and Cigars FIRST AVE., COR. QUEEN ST.

The New Monte Carlo WINE, LIQUORS 25c AND CIGARS MCKINNON & NELS, PROP. First Ave. Opp. White Pass Dock

Draught Beer At Bonanza Saloon

AMUSEMENTS THE Auditorium Week Commencing Monday May 19 THE WAGES OF SIN NO SMOKING Monday, Thursday or Friday

Orpheum Theatre ALEC PANTAGES, Manager. Week Starting Monday Night May 19 Grand International Minstrel First Part MAY 24th—WRESTLING MATCH KRELLING vs. BAGGARLY Popular Prices. General Entrance Through Reception

Alaska Steamship Co. ..Operating the Steamers.. "Dolphin"—"Farallon"—"Dirigo" For All Points in Southeastern Alaska Connecting with the White Pass & Yukon Railway for Dawson and interior Yukon points.General Offices.... 201 Pioneer Building Seattle, Wash.

The Northwestern Line Is 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.

Japan American Line Carrying U. S. Mails to Oriental Points. Steamer Every 2 Weeks For Japan, China and All Asiatic Points. Ticket Office 612 First Avenue, Seattle. Job Printing at Nugget office.

GROUP... Claims Ma... in Pa... Joe Barrette... Claims at O... in... In the mail... day was receiv... council by whic... ing in the devel... ation of a larg... Barlow creek o... will be effecte... could be group... presentation o... but by the new... given permis... and do the nec... one or more o... his associates... Barlow creek... creek, which y... uation two y... Bannerman wh... the present ov... claims require... \$2475 and as... newed them o... their possessio... into the gove... cond time. R... year was rem... ground not ha... this year the... done. It is u... tion of Mr... entire creek l... at the lower... The order in... follows: "On a rep... March, 1901, interior sub... (d) of section governing pla... territory sect... council dated... provides that... many of free... claims not... may work th... under the p... tions upon fil... tion with... obtaining fro... paying a fee... will entitle... any one or... the work re... them to a... each claim... "The min... sentations b... partment of... Joseph Bar... the owners... claims situ... tributary of... Yukon ter... the whole o... were purch... public auc... these claim... means of d... mining met...

ALCOHOL and Cigars QUEEN ST. 5c AND CIGARS NELS, PROP. Opp. White Pass Dock. BONANZA Saloon. THE SINS OF SIN. Monday Night May. National Wrestling Match vs. BAGGARLY. Ship Co. "Dirigo". Northern Alaska Yukon Railway points. Seattle, Wash. Chicago And All Eastern Points. Pacific Coast Union Depot. 2 Weeks. All Asiatic. Seattle, Wash.

GROUPING ALLOWED
Claims May Be Worked in Partnership
Joe Barrette May Represent 165 Claims at Once—Late Order in Council.

In the mail which arrived yesterday was received a new order in council by which a tremendous saving in the development and representation of a large group of claims on Barlow creek owned by Joe Barrette will be effected. Heretofore, claims would be grouped for purposes of representation only in blocks of ten, but by the new order Mr. Barrette is given permission to group them all and do the necessary work upon any one or more of the claims. He and his associates own 165 claims on Barlow creek, practically the entire creek, which were bought at public auction two years ago by Stauf & Bannerman who in turn sold them to the present owners. To record the claims required the expenditure of \$2475 and as Mr. Barrette has renewed them once since coming into their possession a like sum was paid into the government's coffers a second time. Representation the first year was remitted on account of the ground not having been surveyed but this year the work will have to be done. It is understood to be the intention of Mr. Barrette to work the entire creek by hydraulics, beginning at the lower end and working up. The order in council referred to is as follows:

"On a report dated the 18th of March, 1901, from the minister of the interior submitting that sub-clause (d) of section 41 of the regulations governing placer mining in the Yukon territory established by order in council dated the 13th of March, 1901 provides that any free miner or company of free miners holding adjoining claims not exceeding 10 in number may work the same in partnership under the provisions of the regulations upon filing a notice of their intention with the mining recorder and obtaining from him a certificate and paying a fee of \$2, which certificate will entitle the holders thereof to any one or more of such claims all the work required to entitle him or them to a certificate of work for such claim so held by him or them."

gining at the mouth; that if they were required to perform on each claim or on each group of ten claims the amount of work necessary to entitle them to a renewal for each of the claims, the operation would be so divided that the best results could not be obtained; that the amount expended in actual mining operations on these claims required by the regulations is \$33,000 and the renewal fees \$2,475 and Mr. Barrette and his associates ask for permission to work the entire 165 claims in partnership, so that they may consolidate their expenditure.

The minister seeing no objection to this request being granted, recommends that he be authorized to permit Mr. Barrette and his associates to work in partnership the 165 placer mining claims referred to in the previous paragraph, upon their other-wise complying with the provisions of sub-clause (d) of section 41 of the regulations above referred to."

A similar order has also been received by C. G. Johanssen who owns a group of 23 claims on Hunker.

Free of Debt.
Rev. J. J. Wright, of the Presbyterian congregation, now wears an especially benevolent and contented expression on his countenance, the cause thereof being the action of the congregation at last Sabbath's services. Mr. Wright stated through the columns of the Star Saturday that \$150 was still due on the building and asked for contributions to liquidate the same. His expectations were more than realized as the collections at the two services amounted to \$155.50.

WHITEHORSE NEWS NOTES
Happenings Where Rail and Water Meet
Good Reports From Copper Properties—Many Improvements Being Made.

(From the Whitehorse Star.)
Miss Kate Ryan is now visiting with her parents in New Brunswick. Mr. Spencer Coates is again on the streets after several days spent in the hospital.

The main office of the W. P. & Y. depot is being enlarged by removing the partition between it and the room formerly occupied by the N. W. M. P. as a town station. It will be a big improvement over the present cramped quarters.

Supt. Haman of the Grafter mine is in town. He reports the shaft down sixty feet and still in a body of high grade ore.

Customs Inspector E. S. Busby's handsome and commodious dwelling house on Main street, opposite Star office, is receiving the finishing touches and will go into the hands of the painter in a few days.

The dog catcher is in evidence again and several owners of canines have had to walk up to the "captain's office" this week and settle in order to save their four footed property from ignominious death.

Ping-Pong has hit the camp. There is no preventative known to the medical or scientific profession. The best way to take it is with sleeves rolled up, shirt waist open, hair bedraggled and a ding ping-pong sense of being clubbed with a goose feather, or playing hand-ball with a soap bubble.

Mrs. Bowen, wife of Rev. R. J. Bowen of Christ's church, Whitehorse, left this morning, accompanied by Miss Bawn, for Vancouver, B. C. Mrs. Bowen has been in ill health for some time past, but it is thought by her physician that a few months spent in a different climate will have the effect of entirely restoring her. The friends of Rev. and Mrs. Bowen, of whom there are very many in Whitehorse, join in the wish for the estimable lady's complete restoration to health and speedy and safe return.

Mr. Robt. Grainger of the Copper King property is in town. He is much pleased with the outlook on his mine. In the crosscut that was started a few days ago the miners have run into a large and solid deposit of very rich ore, the extent of which will require a great deal of work to determine. As soon as the roads get in good condition it is our intention to pay a visit to the Copper King and Corvete mines, at which time we will give them the notice that their importance deserves.

For the past ten days extensive improvements have been under way in the W. P. & Y. depot. The internal arrangements have been completely changed and greatly added to in both convenience and looks. The room in the south end of the building formerly used by the Royal Mail service has been changed into a waiting room, and the room until recently occupied by the town force of the N. W. M. P. has been turned into a ticket office. What was formerly the main office will now be used for clerical and telegraph departments.

The old waiting room has had a partition put through the centre and one-half of it added to the baggage department, while the other half will be used as a private office. The pen in the baggage room for the storage of duitable goods will also be enlarged and put in better shape for the handling of goods and baggage.

Appropriation Exhausted.
For the months of April, May and June employees of the government in the Yukon, or at least those in the civil department of the government, will not receive their salaries until the first of July, when they will be paid for April, May and June. This condition of affairs is due to the fact that appropriation for the current year is exhausted and the new appropriation is not available before June 30th.

To many of the government employees this delay in the payment of salaries will be of little consequence, while to others, many of the young men who live closely up to their salaries, it will very greatly inconvenience. It is good money when it comes, and its coming is sure, but in the meantime there will be some rustling to get money to keep some new pumps going around the city.

Boy Flends.
Manila, April 29.—When the trial by court martial of Gen. Jacob H. Smith was resumed today, Pedro Bolla, a boy "mascot" of Company E, of the Ninth infantry, commanded by Capt. Thomas W. Connell, who was massacred by the Samar natives at Balangiga, testified that he saw Capt. Connell's death wound given by a boy of 15. The witness saw several other boys of the same age among the natives who took part in the massacre, and thought he himself could use a bolo against a soldier.

Open for Business Monday. GRAND OPENING, WEDNESDAY MAY 21st.
Fairview Hotel
Kammueler & Holte, Props.
First-Class Dining Room—Thos. Aarvren, the Well Known Caterer, in Charge.
EUROPEAN PLAN. Refined, Remodeled, Strictly Modern

Capt. Waldo E. Ayer, Gen. Smith's adjutant general, said he had been closely in touch with all the movements and knew Gen. Smith's plans, purposes and feeling at every place. He added that on the general's arrival the coast was deserted, and he saw the same towns filled with people when he left. But so far as the people of Samar were concerned, he met only one man worthy of respect, who was sincere, patriotic and honorable. He admit, however, that the man with this qualification was born at Marikina, of Tagalog ancestry.

First Lieut. Van Deman, of the Twenty-first infantry, who had charge of the military information bureau, described, from the records, the treachery of the natives of Samar.

Something Wrong.
The absence of telegraphic news in this paper is due to the fact that the wire is working so badly today that relays are necessary between Vancouver and Dawson and that practically all news matter owing to the time consumed in re-forwarding the long despatches. A small amount of commercial matter has been handled during the day but no press matter had been gotten through at a late hour this afternoon.

J. J. O'NEIL
MINING EXPERT
Quartz mines examined and reported on. Correspondence solicited.
Address - General Delivery, Dawson

BANK SALOON
Wines, Liquors and Cigars 25c
1st Ave. and King St. Opp N. C. Co.

Signs and Wall Paper
ANDERSON BROS.
SECOND AVE.

Regina Hotel
J. W. Wilson, Prop. and Mgr.
Dawson's Leading Hotel
American and European Plan, Cuisine Unexcelled, Newly Refined Throughout—All Modern Improvements. Rooms and board by the day, week or month.
2nd Ave. and York St. Dawson

Try the "Old Crow" at Sideboard.
Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$3.50.
The Nugget's facilities for turning out first-class job work cannot be excelled this side of San Francisco.

PROFESSIONAL CARDS
LAWYERS
PATELLO & RIDLEY - Advocates, Notaries, Conveyancers, etc. - Offices, Rooms 7 and 8 A. C. Olson Bldg.
E. W. Shannon, B.A. W. M. McKay, B.A.
MCKAY & SHANNON
Barristers, Notaries, Conveyancers.
onto Cash Bldg. First Ave., Dawson

SURVEYORS
G. WHITE-FRASER—M. Can. Soc. C. E.; M. Am. Inst. E. E.; D. T. S. Phone 1055—Cath. Church and Third avenue.

EMIL STAUF
REAL ESTATE, INSURE AND FINANCIAL BUREAU
Agent for Harper & Lotus Toronto Co. Harper's Accident, Montreal's Addition, The Imperial Life Insurance Company.
Collections—Promptly—Attended to.
Money to Loan. Houses to Rent.
Gold and Silver. N. C. Office Bldg. King St.

REMOVAL NOTICE.
On or about May 1st the YUKON BAKERY will remove to their new quarters on Second avenue, opposite S. Y. T. building, where they will be pleased to meet their many friends and patrons.

WHITE PASS AND YUKON ROUTE.
Time Table of Rail Division.

North Bound	STATIONS	South Bound
7:00 a.m.	BRIDGEWAY	7:00 p.m.
7:30 a.m.	White Horse	7:30 p.m.
8:00 a.m.	White Horse	8:00 p.m.
8:30 a.m.	White Horse	8:30 p.m.
9:00 a.m.	White Horse	9:00 p.m.
9:30 a.m.	White Horse	9:30 p.m.
10:00 a.m.	White Horse	10:00 p.m.
10:30 a.m.	White Horse	10:30 p.m.
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5:30 p.m.	White Horse	5:30 p.m.
6:00 p.m.	White Horse	6:00 p.m.
6:30 p.m.	White Horse	6:30 p.m.
7:00 p.m.	White Horse	7:00 p.m.

Retiring From Gent's Furnishing and Department
Boot and Shoe
We have decided to withdraw the above departments from our business and will sell EN BLOC making payments agreeable to purchaser at RETAIL.

NECKWEAR. NEGLIGEE SHIRTS. **Boots & Shoes** SOCKS, largely English imported goods
HATS, all shapes. The Celebrated Slater and Ames Holden. COLLARS. CUFFS.
CLOTHING, made by W. E. Sanford Manufacturing Co. Full line Miner's Hob Nailed Waterproof, the most sensible shoe in the market. UNDERWEAR, Marino natural wool and Silk.

Our announcement as above is Bona Fide and by giving us a call we will convince you.
Macaulay Bros., One Door Below **Front Street**
Norquay's Drug Store

ACCIDENT TO FLORA

Ice Jams a Hole in Her Bottom

Settles in the Mud in Front of Calderhead's Dock—Pumped out Today.

The passing of a big ice jam early Sunday morning raised merry cain with the little Flora, the heroine of more than one encounter with snags, rocks and sand bars indigenous to the Yukon. Heretofore victorious in every engagement she at last met her fate and after being buffeted around some time like a cork she at last settled peacefully down to Davy Jones' locker with a cruel rent in her side and a jagged hole in her bottom. Neither rent nor hole was of much consequence as to size had she but had steam up so her pumps could have been operated, but with only the hand pump in use the crew could not keep the water out and so she quietly settled down to the bottom. Today men are at work making preparations to raise her by means of spars and in a day or two she will again be ready to sail the mighty Yukon as proudly as in '98 when she was the queen of the fleet. As soon as the gunwales are above water siphons will be put to work emptying her hold, steam being furnished by the Nora, which is moored alongside. A canvas patch has been put over the holes which will answer temporarily until she is pumped out and then permanent repairs can be effected from the inside. The damage is trifling, not over \$150, the boat having been stripped of all her bedding and furniture when she went into winter quarters last fall. The same run of ice that gave the Flora such a body blow also took a fall out of the Nora, carrying away a portion of her wheel. Agent Miles considers there is a hoodoo on the Nora's wheel as it has now been battered out of shape three different times since the ice first moved. The last encounter has left a number of arms broken, buckets smashed and segments broken and once more will the festive ship carpenter dally with Nora's stern.

A Body Drifted Ashore.

The body of an unknown man drifted ashore at Skagway, and many new customers are daily drifting in to The Family Grocery, because they have found out that they can always find there the freshest and best groceries in Dawson. Headquarters for S. & W. goods, Miller's butter, Schilling's teas and coffees. Fresh onions—corner Second avenue and Albert street.

Wage Scale Adopted.

The cooks and waiters of Dawson have formed a union and have agreed upon a scale of wages for all classes of labor employed in local restaurants. The wages adopted range from \$10 per day paid to chef cooks down to \$5 for ordinary waiters. The

wages all include meals. The scale has been circulated among the different restaurants, and has been signed by the following: Merchants' Cafe, Eagle Cafe, Northern Restaurant, Bank Cafe, Chesapeake Restaurant, Postoffice Cafe, Standard Library Cafe, Melbourne Cafe, I. X. L. Restaurant, Mocha Restaurant, Standard Cafe, Java Coffee House, Hotel Cecil, and a great number of smaller places.

Mr Evans May Succeed.

Washington, April 29. — Commissioner of Pensions Evans was a caller at the White House today, and while there the president informed him of the death of William McKinley Osborne, counsel general to London, and in an informal manner offered him the vacant position. No formal tender of the place was made and none will be, as the president wants to pay proper respect to the memory of the dead consul. Mr. Evans said that he would take the offer under advisement, but no doubt he will accept it when it is made in a formal manner.

Baseball Match.

The first baseball match of the season occurred at the barracks on Saturday evening. The Cribbs' and Yukon Junior teams lined up against each other and the youngsters played an exciting game. The score by runs was as follows:

Cribbs: M. Stein 2, C. Maltby 1, G. Wallace 1, T. Perry 1, F. Eggert 2, J. Ross 1, S. Stein 0, T. Jones 2; total 10. M. Stein, catcher; F. Eggert, pitcher. Yukon Juniors: F. Heath 1, E. Forrest 2, J. Madison 4, R. Davis 5, C. Davis 4, J. Cameron 3, L. James 4, A. Forrest 3; total 26. A. Forrest scored home run. F. Heath, catcher; A. Forrest, pitcher.

Territorial Court.

Before Mr. Justice Dugas this morning was heard the usual grist of motions and arguments, today being regular chamber day. In Mr. Justice Craig's department the case of Robert D. McDonald, charged with having stolen some sluice boxes from hill claim adjoining 33 below on Hunker belonging to Mrs Chambers was heard. The case of the King vs. George Dick is being heard by a jury this afternoon and the King vs. George Rice will come on tomorrow forenoon.

New File Cabinet.

Visitors to the rooms of the court stenographers in the territorial court house are now shown with much pride the new file cabinet recently provided for the use of Messrs. Craig and Shepard. The new article of furniture is decidedly useful as well as ornamental.

NOTICE.

Brown horse, weight 850 lbs., one white foot, found astray. Owner please call at Dawson Transfer Co. and pay charges. Finest ice cream parlor in the city—at Gandolfo's. 174. I. W. Nordstrom, teacher of mandolin and guitar, Rochester hotel. Ice cream soda—at Gandolfo's. 174. Kelly & Co., Leading Druggists.

FIRST STEAMERS ARRIVE

(Continued from page 1.)

Zealandian which brought it down from lower Lebarge. Her passengers were D. Shaw, W. Hoven and Walter Wensky, the latter the German consul who has just returned from a trip to Germany. The consignees on the Bailey were the N. A. T. & T. Co., 58 packages; Ross & Co., 250 kegs of beer; Boas & Shaw, 342 packages; S. O. Morford, 3; Leighty, Barton & Diehl, 2; Frank Phiscator, 11. The crew of the Bailey is as follows: Master—Captain J. E. Fairbairn. Pilots—Frank Murray and George Hill. Purser—W. Duck. Chief engineer—M. F. Hennelly. Second engineer—R. Denniston. Mate—J. Embree.

The Clifford Sifton was the last of the four upriver fleet to arrive last night, and though she occupied the tail end of the procession it is claimed by her crew that she made the best time coming down of any of them. The Sifton did not leave Hootalinqua until Friday afternoon, the 16th, at 1 o'clock. She made the run to Five Fingers in 15 hours, joining at that point those which had preceded her. During the high water at the rapids she got slightly out of her course and when the river fell it left her stranded on a bar. It required some little time before she could walk off into deep water by means of her spars, otherwise she would have been in port a couple of hours sooner and would have been a close competitor with the Sybil for first place. This spring the Sifton has been thoroughly repaired and refurnished throughout and is now one of the neatest and most commodious of the up river fleet. Mr. J. L. Worth who has been connected with the Dome Commission Company since its organization, will this season have the management of the Sifton and will make his headquarters in Dawson. Her cargo on the initial trip consisted of 10 head of cattle, a quantity of hay and about 10 tons of miscellaneous merchandise. Upon her passenger list were Jacques Hess, E. Willis, John Kearney, Tim Egan, Ed Hamer, Houston Stiff, J. L. Worth and P. H. Dyke. The crew this season will include:

Master—Captain J. W. Sangster. Pilot—C. D. Bromfield. Purser—C. E. Niles. Chief engineer—F. G. Phillips. Second engineer—Jack Keatcn. Mate—Jack Morgan. Steward—W. B. Gilson. The Casca arrived at 7:30 this morning with 65 head of cattle for Ed La France, 20 for P. Burns & Co., and 40 tons of general freight for Lilly Bros., Hubert and Adair Bros. All her freight and passengers were shipped at lower Lebarge, her trip down being without incident other than such as could be expected at this season of the year. Her passenger list was as follows: P. R. Rivero, Mrs. E. E. Votaw, Masters Lloyd, Arthur and Wilfred Votaw, Ed La France, J. Fiset, H. Stevens, Mr. and Mrs. F. Aubert, Mr. and Mrs. Bartlett, R. M. McGowan, Miss Fannie Eucht, Arthur Campbell, S. Frieman, J. O. Johnston, Miss Florence Brose, Norman Macaulay, F. Webb, Robert Cameron, Wm. Gleas-

The Winner of the Outfit Found

THE FOLLOWING LETTER SELF EXPLANATORY

Last Chance, May 17th, 1902

Mr. Hershberg, Dawson.

Dear Sir:—I see by the Dawson weekly papers that my guess is correct in winning the prize suit of clothes, etc., and will be in town in a week, or sooner if necessary.

Yours truly, J. A. HUBLEY.

We have been patiently waiting for you, Mr. Hubley, to call and get dressed up.

FIRST AVENUE HERSHBERG The Reliable Clothier, Opposite White Pass Dock 1st Ave.

GORDON HATS UNION MADE. LATEST SHAPES AND COLORS WARRANTED TO WEAR A YEAR SARGENT & PINSKA 118 SECOND AVENUE

ROBINS Handle Dirt and Tailings Cheaply Belt Conveyors For information see B. A. HOWES, Hotel Metropole, Dawson

City Drayage and Express. DAWSON TRANSFER CO. Day and Night Service. CHANGE OF TIME TABLE—On and After May 20, 1902

ael, is in the city en route to his station. He will go down the river on the first boat.

The Rock Island will leave Wednesday with the crew of the Hannah for Andreaski, where the latter is wintering. She will take on a cargo at that point for the Koyukuk, connecting at the mouth of the river with the Susie, which is billed to leave here June 15.

The Sarah will be the first through boat to leave for St. Michael, her sailing date being fixed at about June 14, late enough to connect with through passengers coming from the outside via Whitehorse.

The Seattle No. 3 will leave in a few days with passengers and freight for Bettles.

The agreement of the Northern Navigation Company comes to an end June 1, when the W. H. Isom and T. C. Power, the only boats of the N. A. T. & T. Co. which wintered on the upper river, will be turned over to their original owners.

The river front today presents an appearance that is more than refreshing and reminds one of St. Louis or Memphis during the palmy days of Mississippi steamboating. In port the Susie, Sarah, Seattle No. 3, Seattle No. 4, W. H. Isom, Huron, T. C. Power, Sybil, Rock Island, Bailey, Prospector, Sifton, Casca, Flora and Nora.

Gold Dust a Drug.

Gold dust is a drug at Dawson. Shopkeepers are refusing it even as payment for green groceries dry goods or wet goods. Business men have lost so much through the credit system and by allowing miners more for dust than they could get for it, that a "cash down" policy has been inaugurated, and the cash must be coin. Unless there is some abatement in the rule a miner may carry a gunny sack full of gold dust into Dawson and yet be unable to alleviate a pardonable thirst. The situation was never so strenuous here in Butte, where business is conducted on broader lines and society rises to higher ideals.—Butte Inter Mountain.

Veterans, Attention.

All veterans of her late majesty's service, no matter in what part of British Empire they may have gone into service, are urgently requested to meet in the mess room at the barracks tomorrow, Tuesday, evening at 8 o'clock, to arrange for taking part in the parade on Saturday, the 24th, Victoria Day, also to take steps looking to the bringing about of a permanent organization in Dawson of British veterans post. Major Wood has kindly tendered the veterans the use of the mess room and it is hoped there will be a good attendance.

FOR ONE WEEK ONLY

25 Cents Per Pair!

HOSIERY

25 Cents Per Pair!

A Large Assortment of Fancy Hosiery, Former Price 75c, \$1.00, \$1.25 and \$1.50. Your Choice for One Week Only at 25 Cents Per Pair.

\$2.50 Per Pair

Ladies' Shoes and Oxford Ties

\$2.50 Per Pair

A Complete Assortment of Sizes in Black and Tan, Button and Lace. Former Price \$5.00 to \$8.00. Your Choice During this Sale \$2.50.

Sale Commences Monday, May 19. See Display in Show Windows

NORTHERN COMMERCIAL COMPANY