

Vol. 2 No. 197

DAWSON, Y. T., SATURDAY, AUGUST 17, 1901

PRICE 25 CENTS

DAWSON MAIL WENT DOWN

Shipments of 8th and 10th Were on Steamer Islander.

There have been many anxious inquiries made concerning the mail which the wrecked steamer Islander was taking south from Skagway. Immediately upon the receipt of the news of the disaster Postmaster Harrison telegraphed to Skagway to find out what mail was aboard. The reply stated that there were 12 sacks, five sacks of which were from the steamer Columbian which left Dawson on the 8th and seven sacks from the steamer Dawson which left Dawson on the 10th. This includes the common and registered mail for both Canada and the United States. It is thought that the American registered mail which left Dawson on the steamer Whitehorse on the 6th inst. was also aboard but no news concerning that have not yet been received.

In reply to a question regarding the money orders which were sent in these mails Mr. Hartman said that as both sides which accompany the order, are lost, it will be necessary for him to get an authorization from Ottawa to issue orders to replace them. The matter will receive immediate attention so that the money can be returned to the senders at the earliest possible date.

SAILOR DROWNED

Off Steamer Tyrrell About 40 Miles South of Circle.

With the arrival of the Tyrrell last night was learned the details of an accident which resulted fatally to Ole Viklund, a miner of the Birch creek diggings who was working his way from Circle City to Dawson as a deck-hand on the boat. The Tyrrell at the time of the accident was taking on wood at a point 20 miles above Circle City at an early hour in the morning, the barge being on the outside of the boat. The mate of the vessel had hauled in the gangplank which was placed across the bow of the barge, when Viklund stepped on the outer edge of it and in some manner was precipitated into the water, falling into the current on the outer side of the barge. Lines were instantly thrown to him, but he was either too badly frightened or chilled to help save himself. He reappeared once near the stern of the vessel and then was seen no more. A boat was lowered and the beach for quite a distance below the woodyard was patrolled for some time, but all to no avail. The deceased was a Swede and nothing was known of him as he had come aboard only a few hours previous to the accident.

ADDITIONAL DETAILS OF UNFORTUNATE WRECK

Brings Little Comfort to Bereaved and Anxious Ones—Mesdames Nickerson and Henderson Not Lost as Reported—Many Reports as to Who Was to Blame—Baby Ross Drifted Ashore on Door—Kindness of Juneau People Unbounded—Conflicting Stories as to Actions of Officers—Channel Was Full of Floating Ice—Complete List of Passengers as Taken From Company's Skagway Office.

ing, Arthur Keathing, H. R. McBeth, H. Roal, R. J. Marsh, E. J. Young, S. Jamison, Capt. Frazer, J. G. Morgan, J. Keathing, Mr. Applebaum, Dr. McFarland, L. S. Robe, Mrs. Whitman, Mr. O. H. Sherman, H. H. Walter, J. L. Cotter, Mr. Douglas, M. Blumauer, P. Rekaute, F. A. Brown, H. A. Brigham. Two round trippers named Mr. and Mrs. Bowman.

Skagway, Aug. 17, 1:30 p. m.—Revised reports show the following person reported here last night as missing to have been saved: G. G. Comfort, A. C. Beck, J. G. Dean, W. S. Herbert (or U. S. Hebert) Captain C. J. Harris.

The steamer Cottage City, now past due, is expected any moment and will doubtless bring a revised and complete list of names of both passengers and crew missing.

Governor Ross went all alone on his sad mission. When asked just before starting if he did not desire some one to take charge of the children he gave a sad negative, and said it would distract his mind to look after them himself.

Mr. McKay was also a passenger on the Selkirk to care for the remains of his daughter who had accompanied Mrs. Ross and met death with her. What will be done with the remains Mr. McKay had not decided before leaving here. J. D. Bell, ledger clerk of the Canadian Bank of Commerce also left on the Selkirk, one of the lost ones being his father, a leading merchant of Vancouver. Cashier Bell, of the Skagway branch of this bank, is not a relative.

Miss Kate Barnes, whose name figures among the lost, is a native of Portland. In Dawson she used to run a little store on Second avenue, opposite the S. Y. T. Co.'s store. She was a comely woman of about 25 years of age.

There was much speculation about town this morning as to the "Mr." Morris mentioned among the saved. The Canadian Bank of Commerce inspector, from Vancouver, left here after completing his inspection but a short time ago and his name is H. H. Morris. It was not thought probable, however, that it could refer to him, as he had to make stops at Whitehorse and Atlin to inspect the branch banks at those points. Then there was H. H. Morris, the wholesale cigar merchant of Vancouver. Ben Davis said this Mr. Morris was due to reach Vancouver on the 8th, so he must have gone by the Hating from Skagway. Our Skagway correspondent wires this afternoon that Mr. Morris' initials are "A. H."

So it may possibly be the bank inspector who figures in the list of saved, or some other Mr. Morris.

Mrs. DeSneca, proprietor of the Daily Alaskan of Skagway, was waiting on Moore's wharf for her trunk to come to take the Islander, and this morning she telegraphed this fortunate circumstance to her daughter, Miss Helen DeSneca, who is here as a guest of Mrs. R. N. Crawford.

Could Not Tell Why.

Mr. Joseph Dahl a merchant of Circle City, on his way to the outside, stopped over in Dawson to look up Mr. E. L. Webster, general agent of the New York Life Insurance Co., stating he wanted to buy a policy. Did not know why, "only" that he wanted the insurance." His name appears among the lost on the steamer Islander. In consequence his wife will have a neat sum of money paid over to her. As she is left in only moderate circumstances it will be a great help.

Mr. Nelson A. Soggs has sold his interest in the jewelry business to his partner Mr. Veeco who is now continuing the business on Second street opposite the Bank of British North America.

PLENTY OF RICH DIRT

Miner From Big Salmon Talks of Its Glowing Possibilities.

NEW TOWN LOCATED AT THE MINES.

Is But 20 Miles Distant From Hootalinqua.

NEW CREEKS YIELD WELL

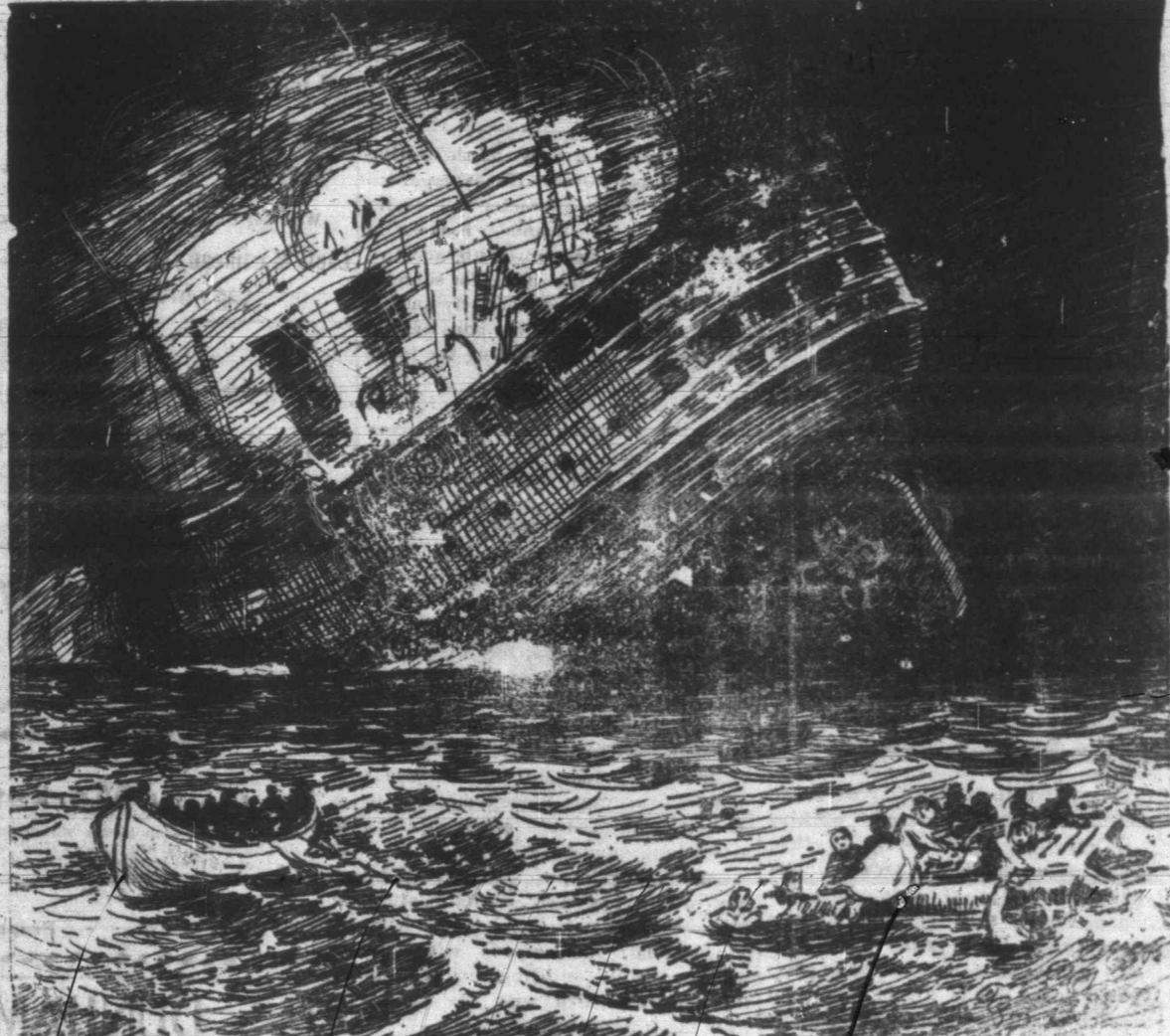
Discovery Claim, Livingston Washed Up \$1,600 in Two Days—Ground Is Shallow.

Monroe Toby, one of the old timers in the Big Salmon district, arrived in the city a few days ago full of information and enthusiasm concerning that new and comparatively little known section. With this year's work the camp is just getting its second wind, so to speak. The discoveries were originally made in '99 when Cottonsua and Livingston were spoken of as future Eldorados. Then came a year or so of depression, claims in many instances were abandoned and it was only a handful of the most persistent who jolted on, packing their grub in on their backs, confident they would win out if they only stuck to it. This year has seen quite a stampede, new discoveries have been made, old ones have turned out well, steamboat connections to within 20 miles of the mines have been arranged, trails are now cut through and a town has been started in the primeval forest within easy reach of a half dozen different creeks.

"The country is very easy to get to now, in comparison to what it was a year or so ago," said Mr. Toby. "The steamers take you up the Hootalinqua 25 miles to what is known as Mason's Landing and then it is but 20 miles across to the town which has just been founded on Livingston creek. At the landing on the Hootalinqua, founded by a man named Mason, is a store, hotel and restaurant and headquarters for the pack trains operating to the mines. The trail from the landing to the South fork is about such as would be expected in a new country. It is a bad one in places, steep, crosses several swamps and climbs over two distinct divides. It could and doubtless will be greatly improved in the near future. This winter will see a great deal of supplies sladded to the mines over the snow. Those who have been over it say that in an air line Whitehorse is but 45 miles distant from the camp as against 133 by the river route and there is some talk of putting in a winter trail there this year.

"What is needed most in the Big Salmon country is capital. It is an erroneous idea for men to think they can go in there with a few months' grub and begin taking out money immediately. It can't be done. The ground, if shallow, must be stripped, sluice lumber has to be shipped out, drains dug and so on and that not only takes time but money as well. One

(Continued on page 4.)



DARKNESS, DESOLATION AND DEATH SURROUNDED WRECKING OF STEAMER ISLANDER.

Skagway, Aug. 17.—The names of Mrs. Captain Nickerson and Mrs. J. C. Henderson are found on the list of those saved from the steamer Islander wreck. Both were erroneously reported as among the dead.

In an interview at Juneau Captain Lablanc said the night was clear but it now transpires that a heavy fog prevailed.

Dr. Phillips, a passenger who came on the steamer's deck the same time as Captain Foote says the latter at once started to lower a boat and had it in the water by the time the steamer's crew reached the deck; he placed his wife and little girls safely in the boat and then started to help others. The boat was soon capsize by others jumping into it and all were drowned. The other boats were being lowered at this time and all but the one containing Captain Foote's family safely reached shore.

Captain Tibbels of the steamer Floeise says that at the time of the wreck a heavy mist hung over the water which was as smooth as glass. He ran his steamer into Juneau under slow bell as the channel was filled with ice. The steamer Bertha which arrived soon after reported much floating ice.

Among the passengers there is a great difference of opinion as to who was to blame for the accident. It is stated that Captain Foote was intoxicated when the steamer left Skagway and was still in that condition at the time of the accident.

The surviving passengers were taken south on the steamers Farallon and Queen which were at Juneau when the accident occurred.

The beach for miles is strewn with

wreckage torn from the steamer by the explosion.

Skagway, Aug. 16, 10:30 p. m.—The previous list of names wired as persons saved from the wrecked steamer Islander was published in the Dispatch of Juneau but does not fully correspond with the list at the company's office here, many names appearing differently in the two lists. As published in the Juneau Dispatch 24 persons were lost, but Mrs. Nickerson and Mrs. Henderson being saved leaves 22 passengers unaccounted for, and as far as known here, some of these may yet be safe.

Reports of the accident differ widely. Some say that when Pilot Lablanc ordered the boats lowered Captain Foote countermanded the order and the boats were not lowered for seven minutes. Others, including N. A. Belcourt and other prominent Canadians, say the blame can be attached to no one, and that all the boats were lowered, loaded and had cleared from the sinking ship in 17 minutes after she struck. All the people had life preservers and all the life rafts were used.

Captain Foote stayed with the vessel until she sank and then he jumped into the water and was picked up by a raft. Some say he fell off the raft from sheer exhaustion, while others assert that he jumped off saying: "Goodbye, boys!"

The surviving engineers and firemen worked heroically, making three trips with the boats from the sinking ship to the land.

The body of Mrs. Governor Ross' baby drifted ashore on a log with a life preserver on its little body.

Eleven bodies were taken to Juneau where they were cared for. The thought

fulness and kindness of the Juneau people were unbounded. They did everything that could be done for the dead and supplied the living with food, clothing and money.

A coroner's inquest was in progress when the Floeise left but no important evidence was adduced.

The following are the names of the Islander's passengers taken from the books of the company here and the agent says he does not think many went aboard without tickets:

Second-class—Mr. Markwell, J. V. Snodgrass, T. D. Yeaman, T. D. Stephens, T. Rogers, J. J. Panti, H. W. Henderson, R. Wright, N. Pigeon and A. Pigeon, J. A. Breckham, J. G. Dean, L. J. Dean, John Kockerer, Joe Kockerer, Jack Kockerer, A. Pluth, J. T. Snyder, L. Beather, Wm. Meadows, N. Casper, A. Kriches, E. G. Carlson, J. R. Wilkes, N. Dickey, Thomas Knowles

First class—W. C. Smith, M. Green, Mr. and Mrs. Mills, G. Puddicombe, V. L. Doyle and Claas Doyle and Geo. Doyle, A. Langemah, Dr. Phillips and wife, Mr. Bell, Dr. J. Duncan, Miss Kate Barnes, C. Flint, Capt. Harris, Mrs. Flint, Mr. and Mrs. John L. Gill, J. Daniels, Mr. and Mrs. Ross, U. S. Hebert, Mr. Morrison, M. Castleberg, F. Castleberg, J. N. Macfarlane, Mr. and Mrs. Preston, Mr. and Mrs. J. C. Henderson, E. W. Jorg, J. Dahl, C. C. Ray, N. A. Belcourt, F. F. Comfort, A. C. Beck, M. J. Braelen, E. M. Demming, Mrs. Nicholson, Mrs. Ross and maid, Mr. O. McLaughlin and wife, H. Daglish, Mr. Bowker, Mr. McNaughton, J. E. Brown, J. K. McLennan, W. N. Powers, H. H. Hart, E. L. Spinks, Geo. Brown, Mr. Keat-

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CANDY SCALES, Three Styles
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THE HARDWARE MAN

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The Store That Sells HIGH CLASSED, Not High Priced, Merchandise.

If at any time for any reason you are dissatisfied with a purchase made here, send it back. We will refund your money and pay the freight.

All Next Week we will continue our Special Sale on

Ladies' Tailor Made Suits at \$7.50, \$10.00 and \$15.00

Men's Business Suits, all wool, At \$15, Worth at Least Double

The Klondike Nugget

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When a newspaper offers its advertising space at a nominal figure, it is a practical admission of "no circulation." THE KLONDIKE NUGGET asks a good figure for its space and in justification thereof guarantees to its advertisers a paid circulation five times that of any other paper published between Juneau and the North Pole.

LETTERS
And Small Packages can be sent to the Creeks by our carriers on the following days: Every Tuesday and Friday to Eldorado, Bonanza, Hunker, Dominion, Gold Run, Sulphur, Quartz and Canyon.

SATURDAY, AUGUST 17, 1901.

THE DOG IN THE HANGER.

The action of the Dominion government in sending an expert mining engineer, a man of reputation in several countries, to investigate the mining concessions already granted in the Yukon territory is a good sign. It shows that the government is willing to admit that, in the interests of the development of this mining district, it has acted hastily or upon the recommendations of officials here that knew little more of the situation and its potential conditions than did the officials at Ottawa.

Much regret has been expressed that Minister of the Interior Sifton had to postpone his trip to the Klondike in order to receive royalty and a prospective right to write "Sir" before his name. That he is entitled to such a high honor no one denies; at the same time the Liberals of the Klondike believe that from his representations his first duty was to his practically voiceless adherents of this section.

Had Clifford Sifton come here what could he have done? It would necessarily have been a hurried visit; a perfunctory glance over the situation and some necessarily hurried conclusions. In all probability much more good can be achieved through the report of the impartial expert who is now making a close investigation and has at his disposal sufficient time to do it thoroughly.

Possibly to nearly every one of the concessions there is some reasonable objection, but the great objection of all and which applies to all is that instead of developing the country they retard this development. Work has been done on them, but not the kind of work, the hydraulic work, for which the concession was given; the concessionaires have not kept faith with the government.

Take as an instance the first concession granted. In the summer of 1897 a man named Anderson came here in touch with capital but not at that time actually representing capitalists. He found that all of the lower part of Hunker was unlocated and that no one seemed to care to locate 500 feet claims on it. At his request, and upon proper affidavits that the ground was not taken up, and that the great rush of miners had passed it by without taking any of it up, he induced Mr. Fawcett, the gold commissioner, to withhold it from location until proper representation could be made to the authorities at Ottawa with the view of obtaining a concession of about two and a half miles up Hunker creek, to be worked by hydraulic methods. The concession was granted with the understanding, of course, that a large supply of water would be brought from the Klondike for operations, which would have been a comparatively easy matter.

Anderson went to London where the Klondike Government Concessions, Limited, was floated for £350,000. The large capital in this case was ample to have brought water from the Klondike providing only a reasonable amount was paid for the concession ground itself; and this was comparatively worthless—so far as then known—without water in large quantities.

But the English company, instead of immediately proceeding to prospect the ground with a view to determining its values on a hydraulic basis, and making surveys for the purpose of bringing in sufficient water for hydraulicizing, began to work the ground as would any owner of a mere 500 feet claim. Later they obtained a permission from Ottawa to work the ground in any way

they saw fit. This permission ought never to have been granted, because as a result the ground is practically closed and tied up. Good pay was found, a large amount of drifting was done and the results were altogether very satisfactory; sufficiently so to abundantly prove that the property would pay well to hydraulic if bringing the water from the Klondike would not cost more than \$500,000 for 3000 inches of water every five minutes, at an elevation of 200 feet above bedrock on Hunker, and it could be brought for a much less sum than that mentioned.

On the face of it, therefore, it has the appearance of a mismanaged affair altogether, both on the part of the government and the concessionaires. Yet more money has been expended upon this hydraulic concession than probably all the rest of the hydraulic concessions put together, and considerable gold has been produced—but by the old primitive process. Now this company was perfectly able, financially, to bring on water, and had it been compelled to do so in order to hold its concession it would have done so. As a result other concessionaires would have followed suit, and there would have been a great deal of hydraulicizing now in course of operation. What the government should do in granting these concessions, is to require that concessionaires, within a reasonable time, shall bring on the grounds conceded, at a proper elevation, a certain number of inches of water or forfeit the concession. As it is, concessions have been granted to irresponsible people and the whole country tied up, covered with hydraulic concessions without any apparent intention of working them with hydraulics. It is in this state of affairs which is retarding the development of the country, as the eminent mining engineer the government has sent to look into the matter will soon discover.

THE ISLANDER DISASTER.

From reports at hand it would appear that the terrible fate which overtook the steamer Islander and fully two score of her human cargo was the result of an accident for the occurrence of which no one person in particular is blamable. The report does not so state, but it is presumed the lookout was at his place on the steamer's bridge, but that, in the absence of a searchlight and at two o'clock in the morning, the lookout should fail to observe a huge iceberg in the course of the vessel is not surprising as fully seven-eighths of an iceberg is invariably submerged, and that it was a huge body of ice is evidenced from the destruction contact with it worked to the steamer.

The Islander wreck will probably go down in history as one of the unaccountable mysteries of the deep further than that she collided with an iceberg. The loss that the Yukon district has sustained in the very ad bequestment which has been visited upon her commissioner is as yet incalculable. He had just become master of the situation and most auspicious was the outlook about with conventionalities, waiting for a desirable man to appear, and wasting their lives in petty aims and worthless attempts at pleasure. They wear out social amusements at an early age and are blasé before they reach 22. Then the lady added seriously: "I believe the greatest curse which can befall a human being is to be born to wealth. The money we do not earn crushes out ambition, and sates our appetites for pleasure before we have learned how to enjoy the advantages of wealth. I have all my life been thrown in close association with people of this class, and I pity them from the bottom of my heart. Only those who know them intimately realize how petty are their ambitions, how stunted their higher natures, and how little happiness they get out of life. This is the opinion of a gifted and

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James O'Neill will have entire charge of the Pioneer Saloon during my absence. He is authorized to collect or pay all bills in my interest.
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ENVY POOR WORKING GIRLS

As They Have More Happiness Than the Rich.

Melresses Not Blest With Beauty Most Unfortunate of All God's Creatures—Poor Girls Are Happy.

A great many poor working girls are envying the daughters of the rich to-day. The tired salesgirls and the busy bookkeepers and the hard working shop-girls look upon the lady of fashion as she sweeps through the department stores on shopping expeditions, or drives down the street in her carriage, and they sigh and think: "How beautiful it must be to be rich; what lovely times that girl has; how different her life is from mine and how strange it seems that fate bestows so much on some—so little on others. I have heard poor girls talk in this way, and I have chanced to know a good deal about the lives of some of the very daughters of wealth whom they envied. And were Destiny to offer the choice of being the working girl—or this rich man's daughter—I would unhesitatingly choose the position of the former.

Unless a girl of wealth has beauty and wit, or wisdom enough to interest herself in some life work which occupies her mind, she suffers constant martyrdom from ennuet and jealousy and suspicion.

Every man who approaches her she suspects of seeking her purse. I know the intimate friend of a very wealthy and very sweet and good girl who tells me the heiress has become almost a monomaniac upon that subject. She allows no man to show her the slightest attention, and, while she has a loving and tender heart, she throttles every natural impulse with the hand of doubt, and sneers at the compliment or the look of admiration which any bold man ventures to offer.

With all her wealth I would infinitely prefer to be a simple working girl, who could accept a man's companionship, or his offer of heart and hand, without fear or doubt of his motive. For no money on earth can repay a woman for the loss of love.

I have seen girls of wealth with wonderful costumes sitting about summer hotels, with such bored and discontented faces that my heart ached for them. They were carefully chaperoned and not allowed to meet any man who did not come with letters of introduction from friends in their own social set—and, therefore, they were well flowered, while some young working girl, away on a two weeks vacation, was enjoying a taste of Arcadia in her well-earned days of leisure and her happy evenings with "Jack" who came down after business hours.

A woman who has for many years figured in the role of a poor relative of the rich (a widow of small means, who lived about, making herself useful to wealthy relatives) said to me recently: "You have no idea of the unhappiness existing among wealthy people with daughters. Unless a girl is a great beauty she is at a disadvantage socially, for it requires the vanity of a beauty to make a rich girl believe a man seeks her for herself. I have seen more wretchedness among the moneyed people than I ever saw among the poor. Marriage is of the utmost importance to these girls, and they sit, hedged about with conventionalities, waiting for a desirable man to appear, and wasting their lives in petty aims and worthless attempts at pleasure. They wear out social amusements at an early age and are blasé before they reach 22. Then the lady added seriously: "I believe the greatest curse which can befall a human being is to be born to wealth. The money we do not earn crushes out ambition, and sates our appetites for pleasure before we have learned how to enjoy the advantages of wealth. I have all my life been thrown in close association with people of this class, and I pity them from the bottom of my heart. Only those who know them intimately realize how petty are their ambitions, how stunted their higher natures, and how little happiness they get out of life. This is the opinion of a gifted and

bright woman, who has been within the gates of great wealth, and it is worth the consideration of poor girls.
ELLA WHEELER WILCOX.

LITIGATION AT NOME

Lawsuits Will be the Principal Crop This Season.

Portland, Aug. 9.—Among the passengers who came out on the steamer Senator, after having luckily escaped an untimely grave in the wreck of the Charles D. Lane on the rocks of Point Mohican where several Portland people, and of these described conditions in the north to a reporter of the Oregonian.

He found Nome dull. The saloons and gambling houses were running, but to empty pockets. Hordes of men would huddle into barrooms, yet little money passed into the coffers of their keepers. Owing to the backward season few claims are being worked and salaries where last year ten and more men were employed, are now being operated with a force of two or three. There is no work to be had. Beach washings have all been worked out in the vicinity of Nome.

In districts where prospects are considered good litigation interfered and from all appearances law suits will be the chief pursuit this season. A bunch of unscrupulous lawyers are operating the "injunction scheme," and as the court has unrestricted power, it is hard to foretell the outcome, even though a prospector may have fallen into valuable discover. Claims are recorded over and over again and many are guarded with rifles.

There exists a very harsh feeling against Judge Noyes. He is regarded a man of weak character and easily influenced by his friends. Because of this opposition has sprung up, and two factions are fighting hard for supremacy. Attorney Hume, formerly one of Noyes' bosom friends, has gone over to the opposition and is fighting the judge at all corners.

Considering the amount of dead work, the uncertainty of pay streak and other incidental expenses besides the cost of labor, work does not pay unless from \$25 to \$35 be realized per day, at the lowest. Despite this the peaker ventured to say that if the Nome district was endowed with the climate of Oregon it would be the greatest gold-producing country the world has ever seen, for the gold is there. The difficulty is to extract it in paying quantities during the short season. The natives are a gentle class of people, with distorted features and vacant stare, and entirely the crude product of nature. Since the arrival of white men the Indians are dying off in astonishing numbers.

Captain Crowley, of the Seventh Infantry, who has been stationed at St. Michael, Alaska, for a year, has reached Portland in company with his wife, and tells an Oregonian reporter that he is pleased with the change from the frozen north.

The winter ice did not disappear from the shores of St. Michael until July 3 of this year, Captain Crowley said, and he therefore had become rather monotonous. The soldiers were occupied last winter in building a telegraph line from St. Michael up the Yukon toward the international boundary.

The winter is the best time to get about in Alaska, Captain Crowley says, as sleds can be hauled over the ice and snow. In summer the whole region is little better than a swamp. Digging holes in the frozen ground for telegraph poles is a slow, laborious operation, as the snow and ice have first to be removed, and then the ground chiseled away.

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The most successful boats sailing on the Yukon. All thoroughly refitted and returned.

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Are supplied with meats which for taste and nutrition are not equalled by any other market in this country. Try us and prove this assertion.
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RIFLES AND SHOT GUNS OF EVERY MAKE AND QUALITY.
Wade & Butcher Razors; Winchester Ammunition; Eley Loaded Shot Shells; A. G. Spaulding & Bro's Athletic Goods; Wright & Ditson Tennis Supplies; Lally Lacrosse Sticks; Duke's Cricket and Football Goods; Newhouse and Hawley & Horton Animal Traps; Rodger's Cutlery; Fishing Tackle of all kinds; Manner Pistols; Colt and Smith & Wesson Revolvers.
Correspondence Solicited.
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WE HAVE RECEIVED
A HEAVY CONSIGNMENT
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Boilers, Hoists and Engines
10, 12 and 20 Horse Power
Also a Large Stock of Boiler, Engine and Steam Fixtures
Iron and Steel of All Sizes.
CALL ON US FOR PRICES
YUKON SAWMILL.

Northern Navigation COMPANY
Steamer LEON
Is the Next Boat Due to Arrive
Other Boats on the Way.
For Information Relative to Passenger and Freight Rates Apply at Company's Office, A. C. Dock.
Northern Navigation Company

TRUE SCOTT

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TRUE SCOTTISH HOSPITALITY

Excels That of the English in Cordiality.

According to Flax O'Brell, Neither Race is Swift on Jokes But the Sealed Humor is Honest.

People who are happiest in life are those who are amiable and enjoy the possession of a genial philosophy and a good digestion. There is nothing more catching than amiability; there is nothing more objectionable than people with constant grievances, mostly imaginary, who go through life grumbling, fidgeting and worrying.

The other evening I was in a London theater with a friend, and we were occupying two stalls marked respectively 23 and 24. In the middle of the first act, a man arrived with two young girls to occupy the stalls next to ours. He looked at the numbers, frowned, and placed his tickets under my nose, without saying a word, but looking at me with no worse an air than he could have assumed if he had suspected me of stealing his watch.

I looked at my tickets and discovered I was in the wrong. I ought to have occupied, with my friend, stalls 24 and 25, instead of stalls 23 and 24. We moved on, and apologized. All that man did was to throw a glance at me, as much as to say: "Don't you ever do it again, and during the whole evening he grumbled and spoke of his grievance to the two young girls who were with him."

I know what you Americans will say: "Just like an Englishman! Well, no, it isn't. I assure you that England possesses some of the most affable men in the world. But fancy life lived with that man."

I have a pleasant reminiscence on the subject, one of Scotland. And, speaking of Scotland, I should like to be allowed to make a little digression. Some 60 years ago, the great English wit, Sydney Smith, said that it required a surgical operation to make a Scotchman understand a joke—well, an English joke, perhaps. However, this saying was witty and very pithily expressed. It was a good joke. The English people are stanch and faithful friends, and very conservative, or obstinate if you prefer, in their tastes and ideas. When they have heard a good joke, and seen it, it lasts them a good long time.

Personally, I have never experienced any difficulty in getting a joke into a Scotchman, and still less in getting one out of him. Whatever my English friends may think or say to the contrary, my modest personal opinion is that the Scotch people are brimful of humor—sometimes unconscious humor, I will admit.

But what I perhaps admire most in them is their genial philosophy, and that truly well-understood democratic spirit which is the cause of the charming relations that exist between masters and servants, for example. Let them be Englishmen and they won't even speak to each other, because they were not introduced.

This side of the Scottish character has been treated at length by the late amiable Dean Ramsay, and illustrated by him with the help of hundreds of anecdotes. If I name this Scottish writer, it is because I believe that I have at my readers disposal a little reminiscence, quite as good as any of Dean Ramsay's illustrations of Scottish amiability and genial philosophy, which I will give with all the more pleasure that I feel that it is a great treat to be able to tell a Scotch anecdote which you are sure has never been told before.

A few years ago, during the early autumn, I was in Scotland and spent a few days with a Scotch friend, who happens to be a rich nobleman, a fact which has never spoiled him or ever affected the simplicity of his manner and character. His castle is nearly on the edge of the Firth of Forth (La Pointe de Quatrieuse, as Victor Hugo once called it).

One evening we were speaking of the famous Forth bridge, the only great rival of the Brooklyn bridge.

"You know nothing about it," he said to me, "because you have only passed over it. Tomorrow I will give you a drive along the banks of the Firth of Forth, and you will have an opportunity of looking at the bridge from under, and realizing the grandeur of that marvelous piece of engineering.

The following morning we drove in a dogcart, unattended by any servant. It was a beautiful, very hot September day, and I was so delighted with the drive that I urged my kind host to go farther than he intended to go at first.

By-and-by we found it was high time to turn back and drive home quickly, in order to arrive in time for luncheon. I believe that, when we reached home, that good horse had done over 30 miles in about three hours. It was as head and very tired. To save Jimmie, his faithful old groom, the trouble of coming to fetch the horse and trap, my friend drove straight to the stables,

some three hundred yards from the castle. When we got down, he called Jimmie's attention to the state the horse was in, and asked him to attend to it at once.

Well, I will spare you the remarks that Jimmie had to make to his lordship for working that horse like that. "Puir beast," he said, striking the animal fondly and grumbling all the time. And, looking severely at his master, he added: "Ye ought to be ashamed of yerseel."

My friend knew he was in the wrong. He never said a word, but walked meekly away, Jimmie looking at him all the time. When we got inside the hall, we got rid of a few light wraps, and when my noble host and friend were perfectly sure that Jimmie could not hear him, all he said was this, which I thought was lovely as a specimen of Scottish genial and amiable philosophy: "I wadna hae Jimmie's temper for a' the world."

And much as I have always admired English hospitality, I must say that there is something still better in that line, and that is Scottish hospitality, the most simple, unaffected and complete. In a Scottish house, you don't feel or even realize that you are on a visit to a friend who entertains you, you fancy you are in your own house.

Once a Scottish host showed me all over his house, and when he had finished, he said to me, rolling his r's in good Scotch fashion: "And now be at home, or get home."

MAX O'RELL.

AFFAIRS ON THE CREEKS

Mr. and Mrs. Kinsey Entertain Friends at Their Home.

Messrs. Alek McDonald and L. R. Fulda were visitors to Grand Forks last Wednesday.

Mr. Swan, of Swan and Anderson, came to Grand Forks last Sunday to look after his new enterprise.

Mr. Wm. Stephens bought Mr. Athow's interest in 66 below Bonanza roadhouse and had a grand reopening last Friday evening.

Mr. J. Day, of Chechako Hill, is confined to his room with erysipelas of the face.

Mr. C. J. Olsen, of 11 Eldorado, has been troubled with inflammation of the eyes the past week, and obliged to wear glasses.

Quite a stampede took place last Tuesday evening to Little Blanche, 25 cents to the pan being reported.

Mrs. Hafsted of 37 Eldorado, who was under the care of physicians at St. Mary's hospital for the past ten days is home again, having recovered from her recent illness.

Mr. C. N. Williams formerly of 30 Eldorado has purchased Alex McDonald's interest in 27 Eldorado and will work the latter claim this summer.

Mr. E. Floding, Charley Anderson's foreman on Eldorado, has a great pet in the shape of a horse. This fact is easily verified from the hoofmarks on his cabin floor.

Potatoes at 30 cents per pound in the middle of the navigation season is a mystery to most people on the creek, when but half that sum was paid in the middle of the closed season.

Mr. Hammer, of 24 above Bonanza sent his 10-year old son Herbert to California last Monday to attend school the coming season.

Mr. and Mrs. Sam Stanley, of 26 Eldorado are in town today visiting their numerous friends. Grand Forks is becoming noted for its summer socials. The most pretentious affair thus far was the one given by Mr. and Mrs. Clark K. Kinsey at their elegant home last Wednesday evening. Music, singing and what were the order of the evening, interspersed at numerous intervals with all the good things, to satisfy the inner



Ralph E. Cummings' Stock Co.

This Week

"THE MAN FROM MEXICO"

Every Character Dressed for the Part, Also...

HIGH-CLASS VAUDEVILLE

No Bar Attached to This House. If the Dawson Public Demands a Strictly First-Class House We Will Run One. This Week Is an Experiment. Your Patronage Is Desired.

SAVOY THEATRE

Visit of the Duke.

Victoria, Aug. 8.—Some apprehension was felt a little time ago that the original programme mapped out for the official tour of the Duke and Duchess of Cornwall and York, whereby three days were set apart for the royal visit to Victoria might be altered to one day. Keen disappointment was felt on this account, as Mount Baker hotel had been rented for three days and all arrangements made for a visit of that duration.

Since that time, the suggested program of the stay in Victoria has reached Ottawa, and although his excellency the governor general is on a tour of the maritime provinces and cannot be reached readily, letters received by his honor the lieutenant governor from Major Maude, his secretary, lead to the hope that the original program will be followed.

The authorities recognize the inconvenience which would be caused by an alteration of the original draft program, and give every assurance that no effort will be spared to insure its being carried out.

In addition to the large suite who will accompany their royal highnesses, accommodation will have to be provided at Mount Baker hotel for 14 chargers and for two carriages, which will be at the disposal of the heir apparent during his visit to the capital.

A guard furnished by the local militia, under the command of an officer, and with a number of non-commissioned officers will also be stationed at Mount Baker during the visit.

An extensive family of small eels about six inches in length disporting in the shallow water adjoining one of the docks this morning proved highly interesting to a crowd of small boys.

Send a copy of Goetzman's Souvenir to you outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Elegantly furnished rooms with electric lights at the Regina Club hotel. Shop, the Dawson Dog Doctor Pioneer Drug Store.

man, that the market affords. From 9 p. m. until midnight the violin and banjo were heard, and after a sumptuous lunch, another set of musicians were introduced and the sweet strains of the mandolin and guitar were heard until the guests departed. Messrs. Kinsey and Kinsey are two of the most popular young men on the creeks, with A. J. Johnson the photographic invincible a close second. Never before was a home so thoroughly taken possession of as was the Kinsey home on the above occasion, and many were the expressions of delight and pleasure heard on all sides during the departure of the guests.

The invited guests and those present were Mr. and Mrs. Kline, Mr. and Mrs. Gosh, Mr. and Mrs. Kinsey, Mrs. Kinsey, Misses Johnson, Lewis, Anderson, Deering, Ruthstrom, Langsett and Kulhan; Messrs. Ohmsen, Clarence Kinsey, Farnell, Anderson, Flannigan, Van Hook, Paris, Vincent, Woods, Link, Everall and Gowans.

Hippodrome for Easy Money. The Case-Kelly fight at the Standard theater last evening was won by the former in the fifth round. A spectator present offered to bet \$500 on Case. A million dollars to a sour dough flapjack was about the rate of odds in Case's favor.

Why the management of this resort bring such unevenly matched men together, no one knows. It is an outrage on public confidence and seems like a scheme to get easy money—legitimately, if possible, but to get it at the cost of the sport-loving community of Nome. The principals are in no way to blame for this fiasco.—Nome News, July 20.

R. F. Stupart, director of the Canadian Meteorological service, having arranged for an observatory here, to telegraph the state of the weather to Toronto, left on the Whitehorse Wednesday for Port Simpson, where another weather station is to be established.

Any kind of wine \$5 per bottle at the Regina Club hotel.

The White Pass & Yukon Route

British-Yukon Navigation Co., Ltd. Operating the following Fine Passenger Steamers between Dawson and White Horse: 'Victorian', 'Columbian', 'Canadian', 'Whitehorse', 'Selkirk', 'Dawson', 'Yukoner', 'Balley', 'Zealandian', 'Sylbi', and Five Freight Steamers. A daily steamer each way, connecting with passenger trains at White Horse. Through tickets to all Puget Sound Ports. Baggage Checked and Bonded Through. Reservations Made on Application. E. Y. HAWKINS, Gen'l Mgr. W. P. & E. Y. R. H. DARLING, Gen'l Mgr. D. Y. R. Co. J. P. LEE, Traffic Manager. J. B. ROGERS, Agent

... COMING ...

THE NEW SAVOY CO.

The All Star Troupe. The Pick of the Vaudeville Stage. Will Appear NEXT MONDAY at the Opening of the

NEW SAVOY THEATRE

SEE THE NEW PEOPLE!

The Big Time Monday Night De tails Later.

"Let There Be Light" God's daylight is better than Candle, Coal Oil or Electricity. PUT A WINDOW IN THE DARK PLACE! An immense stock of windows, plate glass, doors and sashes. Dawson Hardware Co. Store, Second Ave. Warehouse, 3rd Ave. & 2nd St.

Steamer "Prospector" THE SWIFTEST STEAMER ON THE YUKON WILL LEAVE FOR WHITEHORSE Immediately After Her Arrival From the Pelly River. CUT RATES! Wait for the Prospector For information and rates apply to local agent Frank Mortimer, Aurora Dock

Wines, Liquors & Cigars FULL LINE CHOICE BRANDS CHISHOLM'S SALOON. TOM CHISHOLM, Prop.

...STEAMER... Clifford Sifton They Can't Stop Us! CUT RATES! Until Further Notice We Will Issue Through Tickets to Whitehorse First Class \$45 - Second Class \$30 We Will Make No Difference in Our Table Service or Stateroom Accommodations. Both Will Be Kept Up to the High Standard Maintained by Us in the Past. The Steamer Clifford Sifton Will Sail For Whitehorse Monday Afternoon JOIN THE EXCURSION. Office, Townsend & Rose. Telephone 167. FRANK MORTIMER, AURORA DOCK, Ticket and Freight Agent.

Str. NORA CUT RATES Sails Tonight at 8 O'Clock for WHITEHORSE! TRAVEL IN SAFETY! The Captains of Our Boats Are the Highest Priced and Consequently Most Competent Navigators on the River. We Never Had an Accident! The Klondike Corporation, Ltd. R. W. Calderhead, Mgr.

ve a big line of ast the fall and t perfect fitting t buying heavier nderclothing. A care of yourself. Beginning on MOND'Y, AUG. 12 and 3 all week... FAMILY NIGHT THURSDAY... New Specialties... RARY WORKINGMAN'S LUNCH, DINNER AND REFRESHMENT ROOMS... Telephone Syn. Co. THIRD BY BEAR A. O'... NSIGNMENT Hoists Lines Power and Steam Fixtures. All Sizes. VMILL. igation LEON Boat ve the Way. and Freight Rates. C. Dock. Company

M'LAUGHLIN WON THE MATCH

Securing Two Falls Out of His Opponent Marsh

Latter Put Up Glorious Defence But Was Unequal to the Old World's Champion.

Colonel McLaughlin, the veteran collar and elbow wrestler, champion of champions, still wears the laurels notwithstanding his 65 years and the prowess of his vigorous adversary, Ole Marsh, who last night was defeated by the redoubtable colonel in a contest at the Standard theater, McLaughlin winning two falls out of three. The terms of the contest were that the winner of the match was to take the full receipts of the house, less expenses, two out of three falls, each man to have one choice of style and the one winning the fall in the shortest time to have choice of style in the last bout. McLaughlin chose jacket hold as his, and Marsh the harness hold, that being the latter's favorite style of wrestling. McLaughlin won the first and third bouts, Marsh the second. Both men did excellent work and each showed to advantage in their own style. The preponderance of weight showed greatly in favor of McLaughlin, he blocking by sheer strength the furious advances of his youthful rival and in not a few instances evidencing unusual agility for a man of his years. A remarkably well planned and executed coup was brought to a successful issue by Marsh in the second, he dropping to the floor with cat like agility carrying his weighty opponent with him who was taken by surprise. Bridging on the mat and with Mac tight locked, Marsh turned his man over like a fish and scored a fall. This work was so rapid that few appreciated the cleverness of the design and its clean execution. Unfortunately space does not admit of a detailed description of the event, which without any question was the most interesting and exciting wrestling match ever occurring in this city. Leroy Tozier acted as referee, W. H. B. Lyons as official timekeeper. The first fall was won by McLaughlin in jacket in 7 minutes and 22 seconds, second by Marsh in harness, time 13 minutes and 22 seconds; third, by McLaughlin in jacket, time 9 minutes. A big house witnessed the event.

ALONG THE WATERFRONT.

The steamer Tyrrell, of the Dawson and Whitehorse Navigation line arrived last night with the barge Marguerite in tow, which she had taken from the Light and Lightning near Circle. The barge contained 375 tons, principally feed for T. G. Wilson. In the lot are 6204 sacks of oats, 343 cases of milk, 20 barrels of pork and 402 cases of pickles for Wilson and 265 packages of groceries for Milne. The Tyrrell also brought 33 passengers from way points. She leaves this evening for St. Michael and will make another round trip before the close of navigation.

The Clifford Sifton passed Hootalinqua this morning and will arrive tomorrow. She returns Monday evening.

The Light and Lightning passed Fortymile at 3 o'clock this morning and are expected early tomorrow morning. One reason of the slow time being made is on account of the immense load each boat is carrying in addition to the barge being towed. The barge is the largest in the Sullivan fleet.

The Nora arrived last night with four huge scows in tow, loaded with beef cattle, the largest flotilla of scows that ever came into port in the care of one steamer. They were all lashed alongside the boat and presented a frontage of 50 feet. In passing through Five Fingers there was a lee-way on either side of but ten feet. In addition, the Nora brought a quantity of other freight and 20 passengers. She leaves this evening at 8 o'clock.

The Dawson arrived this forenoon at 11 o'clock with 13 passengers, a small mail and 68 pieces of freight.

The Victorian leaves this evening for up river points. The N. N. Co. steamer Leon arrived at Eagle at 5 o'clock yesterday afternoon. Her arrival here is not expected before tomorrow forenoon as she has 60 tons of freight to discharge at Eagle and 150 at Fortymile. She has a barge in tow.

The Prospector is two days overdue from the Pelly and the Dawson agent fears she may have run foul a bar, her present being her first trip up the Pelly.

The Wilbur Crimmins is making a trip from Whitehorse to Mason's Landing on the Hootalinqua. She will return here in a few days.

Grocer Milne was among the lucky importers who receive a large consignment of goods yesterday on the steamer Tyrrell.

Miss Dottie Browning of theatrical fame returned to Nome yesterday on the Monarch.

Photo supplies reduced at Goetzman's.

SWEET MARIE FADES AWAY

Leaving Behind Many Bills as Reminders That She Was Here.

Snugly stowed away on the Monarch yesterday afternoon was at least one passenger whose name does not appear on the passenger list. Mrs. Phil Clerley is her name, but to her intimates and the rounders about town she is best known under the euphonious sobriquet "Sweet Marie." Tall, slender, yellow hair, complexion pale as a lily, with a slight impediment in one lamp, she of the toothsome cognomen yesterday was burdened with debt, but today is as free as a bird. Her flight down the river was not discovered until a late hour and then one Fassbender, one of her creditors, issued a capias for her detention, the amount owed being \$497. Just as the Fortymile operator received the order for arrest the Monarch glided by the town without heeding the signals to pull in, and "Sweet Marie" today rests in the peaceful security of being at ease and once more square with the world. Her debts in Dawson will amount to almost \$700.

Police Court.
F. J. Hope and J. Gill were the victim of a very costly mistake. Thursday they had purchased a canoe from Strait the auction merchant, with which they intended going to the lower river country. They did not get a minute description of the canoe and instead of starting in their own boat happened to get into one belonging to Messrs. G. Gregg and Wm. Williamson. A telegram was awaiting them at Fortymile as they pulled into that place and in reply to the wire they came back to Dawson on the Tyrrell last night bringing the ill-fated canoe with them. The case was tried before Magistrate Wroughton this morning but as there was no evidence produced to show that anything more serious than a mistake had occurred the case was dismissed with the costs, including the cost of the return trip, etc., to be paid by defendants.

St. Mary's School.
Sister Mary Edith will reopen St. Mary's school on Monday the 19th. All children regardless of religion or nationality are admitted free of charge. The school building has been enlarged and otherwise improved with all facilities for conducting an up-to-date school. Sister Mary Edith is a first-class teacher and a prime favorite with her pupils.

Back From the Outside.
Mr. George M. Allen, publisher of the Nugget, accompanied by his wife returned on the Nora this morning from a very pleasant trip of seven weeks spent on the outside. During their absence Mr. and Mrs. Allen visited Seattle, Tacoma, Portland and San Francisco. In the latter city ex-Commissioner Ogilvie was met. He was thoroughly enjoying life after his three years' continuous stay in Dawson.

New Savoy People.
Only a part of the New Savoy theater's troupe of special vaudeville artists arrived today but the management is assured that the rest will be here for the "big time" early next week, and on Monday afternoon the Nugget will tell who they are and what is to be expected from them.

HORRIBLE PUNISHMENT

Meted to Negro John Pennington at Enterprise, Ala.

Birmingham, Ala., Aug. 7.—With agonizing screams and his eyes bulging from his head, John Wesley Pennington, a negro, was burned at the stake near Enterprise, Ala., before a crowd of 500 enraged and determined citizens of Coffee county this morning.

The mob was composed of both whites and blacks, and though the suffering man pleaded for mercy, and frantically endeavored to break the chains that tightly bound him, not a trace of sympathy was shown on the faces that peered at him through the flames. Pennington had committed a brutal assault upon Mrs. J. O. Davis, wife of one of the most prominent farmers of Coffee county, and had confessed his guilt.

The crime was committed on Thursday afternoon of last week, while Mrs. Davis was gathering vegetables in her garden. Pennington choked the woman into insensibility, and afterwards fed to the woods near by. As soon as she regained consciousness, Mrs. Davis crawled to the house and told her husband what had happened. A large mob was quickly organized with blood-hounds, and they chased the negro until early this morning, when he was captured in a swamp. He was bound hand and foot and taken to the Davis home for identification.

News of the assault had spread for miles around Enterprise, and every farmer in the neighborhood had joined in the pursuit. When the posse ar-

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BOILERS From 6 Horsepower to 50 Horsepower. Suitable for burning wood or coal.

BOILER FITTINGS And Extra Grate Bars for Any Kind of Fuel.

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STEAM HOSE BLACKSMITH COAL and Everything else required in the Machinery or Hardware Lines.

The New "Wells" Self Tripping, Automatic, Single Rope, Self Dumping, Overhead Carrier.

Northern Commercial Machinery and Hardware DEPARTMENT Old A. E. Store.

Old A. E. Store.

PLENTY OF RICH DIRT.

(Continued from page 1.)
thing we have to contend with which is not found in the Klondike is the immense amount of huge boulders necessary to move. To handle them successfully and cheaply one must have a steam derrick or some other similar contrivance. Pumps are needed, too, on many of the claims. In fact, to make a long story short, we have come as good ground as ever lay outdoors, but there are but few of us who have sufficient capital to open things up and get the work started as it should be. A peculiar thing has been discovered on Livingston creek. About 100 feet deep, as either end of the creek's approach, however, the bedrock dips very appreciably. Between the 20's and 50's below, holes have been put down 57 feet without striking bedrock, the water having driven out the men before their work was finished. The same thing is true on the upper end of the creek and it seems as though a sort of a hogback crossed the creek valley at right angles about the vicinity of discovery claim.

A number of new creeks have been struck this season and others which were staked two years ago and subsequently abandoned have been opened up. In addition to Cottonveva and Livingston pay has been located on Little Violet, Lake, Cripple, Summit, Morton, Sylvia and Moose creeks. Peterson and Cavanaugh on discovery, Livingston, sluiced up \$1600 in two days this year, the result of two days' shoveling in. Lake creek is shallow, has 16 claims, bedrock running from four to eight feet deep. It was discovered only two months ago and has already yielded quite a little. One man panned out \$40 in a day from his claim. Summit is yielding well and Little Violet is regarded equally as favorable. The district last year paid royalty on an output of \$50,000, which of course does not nearly represent the total yield of the camp on account of the exemptions. Several transfers have recently taken place for what is generally conceded to be little money. A half interest in discovery on Lake creek was bought for \$1000. The gold found on all the creeks is very coarse. Bedrock and the general formation of the country is quite similar to the Klondike, consisting of mica schists, slate and granite. About 300 men were at work in the district on the different creeks, and more are going in every day. The day I came out I met fully 50 tramping across the trail from Mason's Landing. Timber is plentiful on Cottonveva and Livingston but is rather scarce on some of the other creeks. I understand that arrangements have been made with the steamer lines by which lumber can be laid down at the landing from Whitehorse for \$50 a thousand, but I only speak from hearsay. Mason has made an application for a townsite at his landing. Freight rates to the mines are eight cents a pound. There is but one pack of 14 animals there and they have more than they can do. I understand there is another outfit going in this fall. When I left the camp the 25th of last month quite a number of the miners

had gotten in their season's supplies and were going to take out dump this winter. We have started a town on Livingston creek two miles above the South fork of Big Salmon. The site is an excellent one and the creeks now being worked are clustered all about it. To discovery on Summit is but a mile and a half; Lake creek is three miles; four to Little Violet, and five to Cottonveva, Morton, Sylvia and Moose creeks. A hotel, two stores and a saloon were being erected when I left.

Mr. Toby is quite enthusiastic over the future of the Big Salmon, but insists the miners there must have the assistance of some outside capital before they can open up their ground properly. He will remain in Dawson this winter, returning to the new camp early in the spring.

The latest novelty—indelible photos, printed on handkerchiefs, spreads, pillow covers, etc. Cantwell, photographer, Third street oppo to N. C. Co.

Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Fresh Lowney's candies. Kelly & Co., druggists.

Potatoes. Potatoes. Sliced, etc.

Granulated and J. H. Booger, Mgr. Yukon hotel. Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Latest Kodak finishing at Goetzman's.

PRIVATE BOARD. Rooms for rent. Terms reasonable. Mrs. Mary C. Noble, east side 2nd st. and 5th st.

PROFESSIONAL CARDS. LAWYERS. BURRITT & MEAY—Advocates, Notaries, etc. Commissioners in and for British Columbia. The Exchange First Avenue, Dawson. Telephone 12. N. F. HAGEL, Q. C. Barrister, Solicitor over McLeannan, McPhy & Co. bank store, First Avenue.

WADE & AIRMEN—Advocates, Solicitors, A. C. Office Building.

PAVULLO & RIDLEY—Advocates, Solicitors, A. C. Office Building.

MILING ENGINEERS. J. B. TYRRELL—Mining Engineer—Work on or managed. Forgive the sign on St. Michael door to public school at below discovery, Hunker Creek.

SOCIETIES. THE REGULAR COMMUNICATING LODGE, U. D. A. F. & A. M. will hold Masonic hall, Mission street, Monday day or before full moon at 8:30 p. m. C. H. Wells, W. M. J. A. Donnelly.

THE CLIFFORD SIFTON passed Hootalinqua this morning and will arrive tomorrow. She returns Monday evening.

The Light and Lightning passed Fortymile at 3 o'clock this morning and are expected early tomorrow morning. One reason of the slow time being made is on account of the immense load each boat is carrying in addition to the barge being towed. The barge is the largest in the Sullivan fleet.

The Nora arrived last night with four huge scows in tow, loaded with beef cattle, the largest flotilla of scows that ever came into port in the care of one steamer. They were all lashed alongside the boat and presented a frontage of 50 feet. In passing through Five Fingers there was a lee-way on either side of but ten feet. In addition, the Nora brought a quantity of other freight and 20 passengers. She leaves this evening at 8 o'clock.

The Dawson arrived this forenoon at 11 o'clock with 13 passengers, a small mail and 68 pieces of freight.

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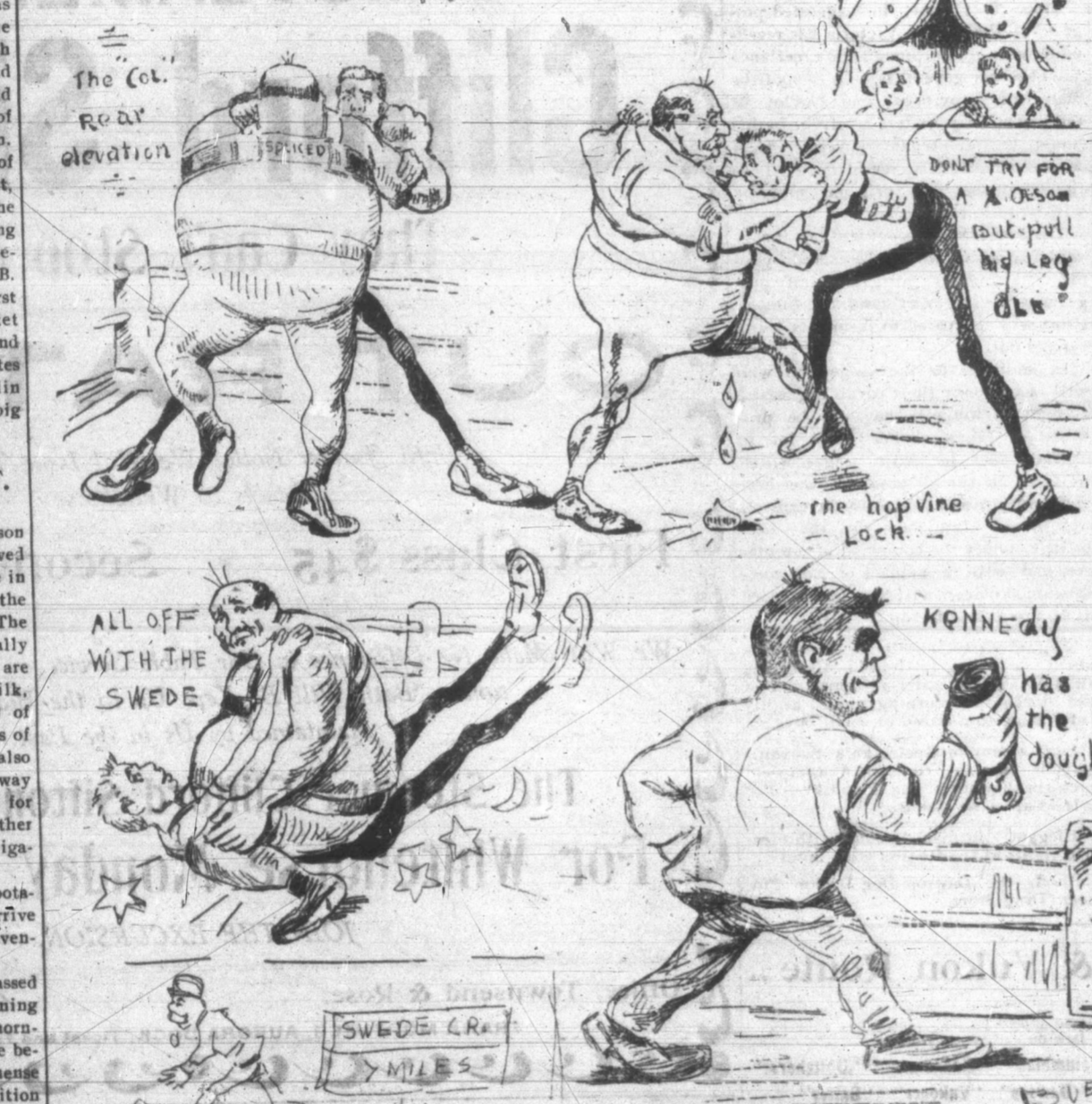
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Grocer Milne was among the lucky importers who receive a large consignment of goods yesterday on the steamer Tyrrell.

Miss Dottie Browning of theatrical fame returned to Nome yesterday on the Monarch.

Photo supplies reduced at Goetzman's.



ALL OFF WITH THE SWEDE. KENNEDY has the dough.

place and in reply to the wire they came back to Dawson on the Tyrrell last night bringing the ill-fated canoe with them. The case was tried before Magistrate Wroughton this morning but as there was no evidence produced to show that anything more serious than a mistake had occurred the case was dismissed with the costs, including the cost of the return trip, etc., to be paid by defendants.

St. Mary's School.
Sister Mary Edith will reopen St. Mary's school on Monday the 19th. All children regardless of religion or nationality are admitted free of charge. The school building has been enlarged and otherwise improved with all facilities for conducting an up-to-date school. Sister Mary Edith is a first-class teacher and a prime favorite with her pupils.

Back From the Outside.
Mr. George M. Allen, publisher of the Nugget, accompanied by his wife returned on the Nora this morning from a very pleasant trip of seven weeks spent on the outside. During their absence Mr. and Mrs. Allen visited Seattle, Tacoma, Portland and San Francisco. In the latter city ex-Commissioner Ogilvie was met. He was thoroughly enjoying life after his three years' continuous stay in Dawson.

New Savoy People.
Only a part of the New Savoy theater's troupe of special vaudeville artists arrived today but the management is assured that the rest will be here for the "big time" early next week, and on Monday afternoon the Nugget will tell who they are and what is to be expected from them.

had gotten in their season's supplies and were going to take out dump this winter. We have started a town on Livingston creek two miles above the South fork of Big Salmon. The site is an excellent one and the creeks now being worked are clustered all about it. To discovery on Summit is but a mile and a half; Lake creek is three miles; four to Little Violet, and five to Cottonveva, Morton, Sylvia and Moose creeks. A hotel, two stores and a saloon were being erected when I left.

Mr. Toby is quite enthusiastic over the future of the Big Salmon, but insists the miners there must have the assistance of some outside capital before they can open up their ground properly. He will remain in Dawson this winter, returning to the new camp early in the spring.

The latest novelty—indelible photos, printed on handkerchiefs, spreads, pillow covers, etc. Cantwell, photographer, Third street oppo to N. C. Co.

Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Fresh Lowney's candies. Kelly & Co., druggists.

Potatoes. Potatoes. Sliced, etc.

Granulated and J. H. Booger, Mgr. Yukon hotel. Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Latest Kodak finishing at Goetzman's.

PRIVATE BOARD. Rooms for rent. Terms reasonable. Mrs. Mary C. Noble, east side 2nd st. and 5th st.

PROFESSIONAL CARDS. LAWYERS. BURRITT & MEAY—Advocates, Notaries, etc. Commissioners in and for British Columbia. The Exchange First Avenue, Dawson. Telephone 12. N. F. HAGEL, Q. C. Barrister, Solicitor over McLeannan, McPhy & Co. bank store, First Avenue.

WADE & AIRMEN—Advocates, Solicitors, A. C. Office Building.

PAVULLO & RIDLEY—Advocates, Solicitors, A. C. Office Building.

MILING ENGINEERS. J. B. TYRRELL—Mining Engineer—Work on or managed. Forgive the sign on St. Michael door to public school at below discovery, Hunker Creek.

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HOLME, MILLER & CO.

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Mining Machinery and Supplies.
FULL LINE OF AIR TIGHT HEATERS, RANGES AND STOVES

THE NUGGET
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