

TOM McGRADE DISMISSED

Magistrate Ruled There Was No Evidence to Sustain the Charge of Attempted Extortion—Testimony of Principals in the Case Diametrically Opposite.

The McGrade-McConnell sensation is over, Police Magistrate Macaulay last night having discharged the accused, refusing to bind him over for trial in the territorial court upon the charge of issuing threats with the attempt to extort money.

Dawson Transfer & Storage Co. Freighters Daily Stage to Grand Forks Double Service

When on Dominion Gold Run Hotel. C. D. FOWLE, Prop.

Empire Hotel The Finest House in Dawson. All Modern Improvements.

Ammunition Shot Gun, Rifle, Pistol.

Wheels Rambler, Cleveland, Monarch.

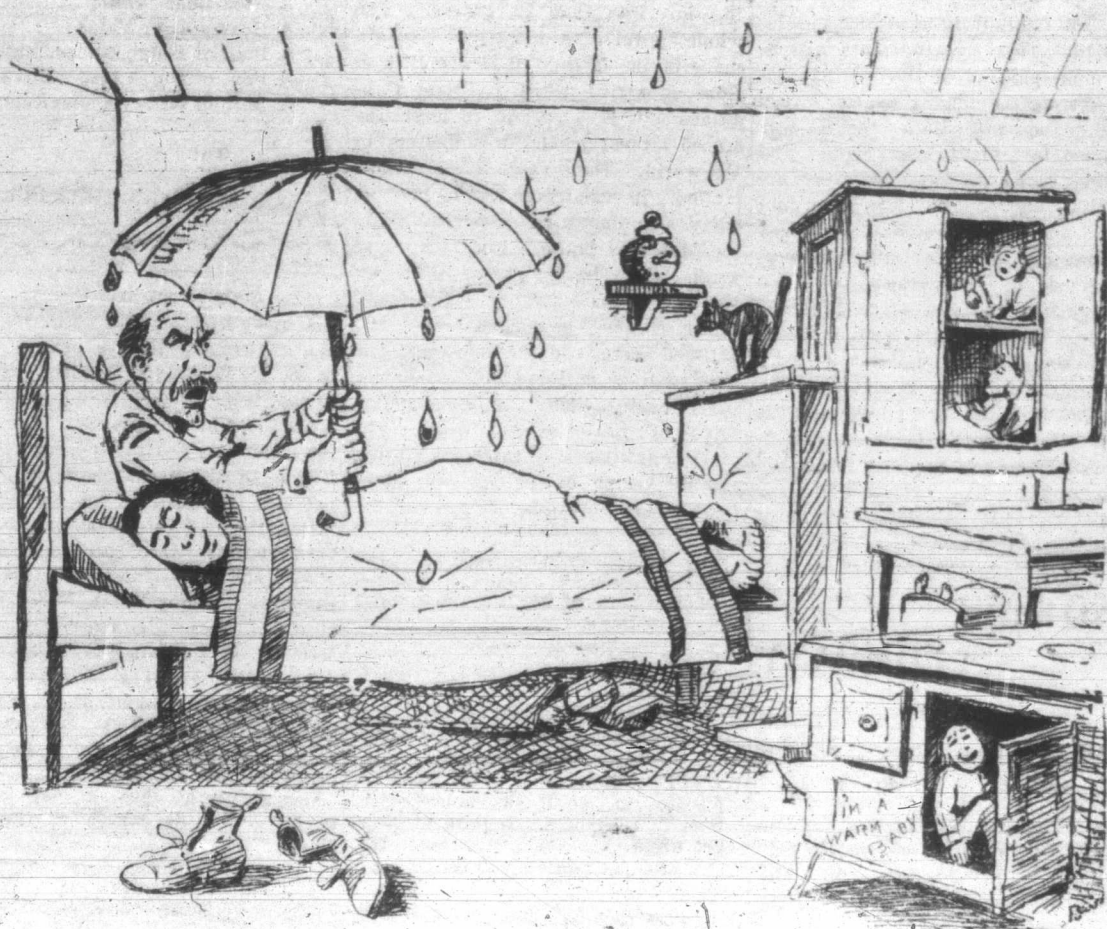
SHINDLER, THE HARDWARE MAN

School Supplies Cox & Cloes, 2nd and 2nd. Telephone 179.

MILNE Grocer Has \$100,000 Worth of New Goods FAVOR US WITH YOUR OUTFIT

Stoves, Ranges, Air Tight Heaters, Base Burners and Hot Air Furnaces. Estimates Furnished on Hot Air Heating

McL., McF. & Co., LIMITED Dawson



WATER AND CONSTERNATION RAINED AND REIGNED IN DAWSON CABINS LAST NIGHT.

FORGERY CHARGED

James C. Beasley of Nome Does Thriving Business.

James C. Beasley, according to reports brought by steamship Queen passengers, has fled from Nome a forger to the extent of \$3,800, and possibly more.

The instrument used to obtain the money is alleged to have been a war department voucher cleverly executed. It was cashed by the Bank of Cape Nome.

The forged voucher purported to have been signed by "Frank Green, Captain Signal Corps, U. S. A." It was dated St. Michael, August 9, 1901.

The plucky little Ora left at 10:30 last night with 57 passengers. She has announced her intention of making another trip.

Word has been received from the Clifford Sifton, now en route on her last trip. She passed Hootaliqua yesterday noon and should arrive tomorrow, Monday, at the date fixed for her departure.

Retirement of Mr. Hay. Denver, Col., Oct. 3.—A special to the Republican from Boulder, Colo., says:

Lyman J. Gage, secretary of the United States treasury, arrived here today on his way to Camp Talcott. Speaking of the rumored intention of Secretary Hay to retire from the cabinet Mr. Gage said:

"Secretary Hay is getting tired of the business. He is a man of the strictest honor. He is very sensitive, however, and it hurts him after he has worked hard to be misrepresented and lampooned. He is independently rich. He can do as he wishes, go wherever he desires. He has a very few intimate friends and would rather enjoy life surrounded by agreeable companions and his books than attend to the tiresome routine of the office of secretary of state. I should not be surprised if he would soon withdraw. If so, Root will probably be his successor."

\$25 Reward. Lost, from Bonanza slaughter house nine head of cattle and one calf. Will pay \$25 reward per head for return of same to Bay City Market.

Banqueted the Banker. H. T. Wills departs today for the outside where he will spend the winter. As a final send-off, Mr. Wills was tendered a banquet last night in the Zero Club dining room where some 42 plates were spread. The party sat at table until the wee sma' hours.

Veteran Pilot Dead. New York, Oct. 2.—Thomas Francis Murphy, a Sandy Hook pilot, is dead. Murphy, who was a veteran pilot, fought in the United States navy in the civil war and took part in the fight between the Monitor and Merrimac. He was assistant sailing master of the famous old American yacht Dauntless when she raced the English yacht Cambria from Dunt's Head buoy off Queenstown, starting July 4, 1870, and arriving at Sandy Hook on July 26.

Coming and Going. Malcolm Scarth, who has been quite ill for several days, is convalescing. Mrs. E. M. Sullivan took her departure for the outside yesterday on the Columbian.

Hershberg Going Out. Harry Hershberg, proprietor of the Seattle Clothing House, will be a passenger on the Whitehorse tonight for the outside. He will return over the ice.

STEAMBOAT NEWS.

The Zealandian with five scows in tow passed Five Fingers at 11:40 this morning. She is expected Monday, and will probably leave the day following. No passengers will be taken as the staterooms are dismantled and she may not go any farther than Hootaliqua or the foot of Labarge.

The Prospector left for Whitehorse at 3 o'clock with 40 passengers and a small quantity of freight for way points. She will winter on the upper end of the run and next season will engage extensively in the Stewart river trade.

The Wilbur Crimmons is expected in from Whitehorse tomorrow, returning the day after.

The Flora passed Labarge yesterday at daylight and will arrive Tuesday morning.

The Whitehorse, the last of the big boats on the White Pass line to arrive pulled into port today at noon with 15 passengers and a cargo consisting almost wholly of hay and oats. She leaves at 2 o'clock in the morning and will have a large number of passengers.

The plucky little Ora left at 10:30 last night with 57 passengers. She has announced her intention of making another trip.

Word has been received from the Clifford Sifton, now en route on her last trip. She passed Hootaliqua yesterday noon and should arrive tomorrow, Monday, at the date fixed for her departure.

Retirement of Mr. Hay. Denver, Col., Oct. 3.—A special to the Republican from Boulder, Colo., says:

Lyman J. Gage, secretary of the United States treasury, arrived here today on his way to Camp Talcott. Speaking of the rumored intention of Secretary Hay to retire from the cabinet Mr. Gage said:

"Secretary Hay is getting tired of the business. He is a man of the strictest honor. He is very sensitive, however, and it hurts him after he has worked hard to be misrepresented and lampooned. He is independently rich. He can do as he wishes, go wherever he desires. He has a very few intimate friends and would rather enjoy life surrounded by agreeable companions and his books than attend to the tiresome routine of the office of secretary of state. I should not be surprised if he would soon withdraw. If so, Root will probably be his successor."

\$25 Reward. Lost, from Bonanza slaughter house nine head of cattle and one calf. Will pay \$25 reward per head for return of same to Bay City Market.

Banqueted the Banker. H. T. Wills departs today for the outside where he will spend the winter. As a final send-off, Mr. Wills was tendered a banquet last night in the Zero Club dining room where some 42 plates were spread. The party sat at table until the wee sma' hours.

Veteran Pilot Dead. New York, Oct. 2.—Thomas Francis Murphy, a Sandy Hook pilot, is dead. Murphy, who was a veteran pilot, fought in the United States navy in the civil war and took part in the fight between the Monitor and Merrimac. He was assistant sailing master of the famous old American yacht Dauntless when she raced the English yacht Cambria from Dunt's Head buoy off Queenstown, starting July 4, 1870, and arriving at Sandy Hook on July 26.

Coming and Going. Malcolm Scarth, who has been quite ill for several days, is convalescing. Mrs. E. M. Sullivan took her departure for the outside yesterday on the Columbian.

Hershberg Going Out. Harry Hershberg, proprietor of the Seattle Clothing House, will be a passenger on the Whitehorse tonight for the outside. He will return over the ice.

GOOD REPORTS CONFIRMED

The Koyukuk Is Fully as Rich as Has Been Claimed—One Clean Up of \$52,000. High Wages for Cooks—A Very Poor Quality of Provisions Kept In Stock.

With the arrival of the Lavelle Young Thursday afternoon, was received word from the Koyukuk which substantiates the reports previously received from a number of different people about the richness of many of the creeks in that district. When the Lavelle Young passed the mouth of the Koyukuk en route to St. Michael, from her trip up the Tanana, several miners from Coldfoot were picked up at Pickett's landing, the station at the mouth of the river, they being on their way outside. Among them were one of the McNamar brothers and Archie Burns, the latter having been the pioneer tramway man on the Dyea pass in the days of '97.

Off for Old Ireland. Mr. Harry Jones, one of the popular proprietors of the Dawson Hardware Co., will leave tonight en route to the "Emerald Isle" on a visit to the home of childhood's happy days. He will return to Dawson over the ice in the early spring.

Lead Combine Probable. Philadelphia, Oct. 2.—The Evening Telegraph today prints a story to the effect that a combination of all the large interests of the country into one lead company with a capital of about \$150,000,000, a probability in the near future. Such a combination, it is said, has been attempted in the past, but was always blocked by the attitude of the firm of Wetherill & Brother, of this city, who have steadfastly refused to put their plant into any combination. Recently the Evening Telegraph says, business conditions have been such as to produce a change in the attitude of the Wetherills, and a member of the firm is quoted as favoring the combination under certain conditions.

Why, would you believe it, said he, "after paying four prices for stuff at Bettles we have paid out an additional 80 cents a pound to have it poled up to Coldfoot. All last winter grub from beans up averaged 75 cents a pound. I paid a cook \$600 a month last winter to cook for my outfit, but in the small rush in the spring I found a woman looking for work and hired her in preference and have paid her \$350 a month all summer. Ground must be rich in order stand such expenses and leave anything over for the owners of the claim. Then, too, the grub they send us up there is a fright. The flour is rusty, the bacon is of the paystreak variety and only fit for dog food, and half the canned goods is spoiled. You go to the post after a can of butter, for instance, and the clerk will say: 'Yea, here is some butter, but I don't know how good it is. We'll open it and if it's good it will cost you \$3 for the can, or if it is not good I won't charge you but \$1.50.' You have to pay for it, you see, I thought it may not be fit for axle grease. I am going to bring in enough next spring to last us a year, and they can all go to the devil with their big stores."

On her way up from St. Michael the Young met a dispirited looking outfit of females at the mouth of the Koyukuk. They had come down from Dawson on one of the large boats, were headed for Coldfoot and were waiting there for the little steamer City of Bradford which was to take them up the river. In the party were Edith Montrose, Violet Mayfield and

Four Men Lost Near Port Safety in August. William Hiltz, Richard Waldron, Edward Culbert and Joseph C. Wilkens were drowned in Bering sea, near Port Safety, early in August. Meager details of their fate were brought by Nome passengers of the steamer Queen. The bodies were found on the beach a few miles below Port Safety.

That the men were drowned seems to be beyond doubt. They left Port Safety for Solomon City about 1 o'clock on the afternoon of August 6 in an old Yukon boat which had been patched up and a center board added to it.

When they left Safety the weather was somewhat thick and the sea choppy. So far as known, they were never seen again. It is believed that their boat filled and sank, for it has not been found.

The bodies were buried at Port Safety. Wilkens is supposed to have been a resident of the state of New York.—P. I.

Ames Mercantile Co. Another Just as "Warm" 75 Ladies' Fine Chinchilla, Beaver and Melton Jackets and Coats—Beautifully made, stylish Silk Lined Garments Worth \$15.00 to \$25.00.

Sale Price \$5.00

**The Klondike Nugget**

TELEPHONE NUMBER 14  
(DAWSON'S PIONEER PAPER)  
ISSUED DAILY AND SEMI-WEEKLY.  
GEORGE M. ALLEN, Publisher.

**SUBSCRIPTION RATES:**  
Daily, \$40 00  
Six months, 20 00  
Three months, 11 00  
Per month, by carrier in city, 4 00  
Single copies, 25  
Semi-Weekly, \$22 00  
Yearly, in advance, 12 00  
Three months, 6 00  
Per month, by carrier in city, 2 00  
Single copies, 25

**NOTICE.**  
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 total circulation five times that of any other paper published between Juneau and the North Pole.

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

SATURDAY, OCTOBER 12, 1901.

**\$50 Reward.**

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

**INCONSISTENCY.**

The News wants the police to come down—horse, foot and dragoon—upon the men who find occasion to loiter upon the public sidewalks. In this connection our contemporary reads a very severe lecture, addressed to individuals who by standing on street corners, blockade traffic and thus interfere with public rights.

It is a remarkable fact that the News has never taken notice of the fact that the White Pass railroad company has for months past been blocking half a street. The acts of this arrogant corporation are passed over by the News in silence—silence which must have been purchased, for it can be explained in no other manner.

The corporation organ is ready enough to assail the miner from the creeks who happens to linger a few moments on the sidewalk. Anyone can attack an individual—especially one who is in no position to defend himself. But the White Pass company may fill up the leading thoroughfare of the town with machinery and even charge storage for so doing, and the News has nothing to say.

We suggest to the News to leave the subject of interference with public rights severely alone. The White Pass has abused its privileges in a manner so flagrant that it is impossible for it to escape notice—and the News is silent. But when the miner from the creeks wishes to speak for a moment with a friend on the streets the News calls on the police to tell him to move on. Such inconsistency can be explained only as we have explained it above.

**NORTHERN AGRICULTURE.**

The publication of a little bulletin by the census bureau, dealing with agriculture in Alaska, has led to an amazing amount of uninformed comment by the newspapers of the country. One would have supposed that even the most careless newspaper writer would know that census investigations deal with facts as they are, and not with facts that may or may not exist hereafter. One would not expect the statistics of an undeveloped industry in an undeveloped country to be taken up and commented upon as a measure of that country's capabilities and a statement of its limitations in that special direction. Yet that is just what has happened. The sapient Eastern editor, not merely of the crossroads gazette, but of the great metropolitan daily, has made the meager development of agricultural interests in Alaska at the present time a text for dwelling upon the impossibility of agricultural pursuits for all time in our mighty new territory of the North.

The same dogmatism of ignorance that once condemned the central spaces of this continent, now the homes of millions of thriving people, to desolation, tells us that farming cannot be carried on in Alaska. Thus the Chicago Record-Herald, comment-

ing on the bulletin question, says: "National optimism and local pride give a buoyant tone to most of our Government reports, but the man who told the director of the census about the agricultural of Alaska had no use for the 'hewgag.' Circumstances were too much for him, and in the low temperature of the most depressing and uncompromising facts he made this confession: 'The tabulated returns indicate that the farming industry is insignificant, being a subsidiary pursuit.' All of which is about as sensible as the comment made on California before the discovery of gold, or as it would have been to show, in 1860, that the state of Washington was practically unfit for human habitation and destined to remain practically a wilderness forever, because it had at that time less than 12,000 people. But we had supposed that the form of ignorance which consists in jumping at false conclusions from insufficient premises might have been a little modified by the passage of the years.

We have taken occasion several times to correct the ludicrous but injurious conception of Alaska's future thus set before the people by agencies to which they are accustomed to trust for their facts. We have, in particular, pointed out the conditions of climate along the already well known coast region of Alaska, the modifications produced by the warm Japan current, and the certainty of profitable returns on agricultural industry there wherever there are reaches of lowlands suitable for cultivation. But it will be novel to most of our readers to hear that the agricultural possibilities of interior Alaska, especially of the valley of the Yukon and its territories, are even greater than those of other sections. For here we have the splendid alluvial soil that characterizes the river bottoms of our own mountain regions, while the climate is such that almost all the products of the north temperate zone may be raised there with certainty and in abundance.

All the circumstances, all the experience of men elsewhere as well as in the few spots of Alaska which the hunt for gold has permitted to be devoted to agricultural uses, all the well-known physical laws of the seasons and of the germination and development of plants, point unmistakably to the conclusion that Alaska will, one day support a large population engaged in tilling the soil and in the care of herds. It may take long to develop, but the immigration induced by gold discoveries will hasten it wonderfully. Meanwhile it is important and it is just that a true idea of Alaska should be set before the people instead of that which ignorance and superficialism have caused to prevail even among intelligent men.

A comparison of the News of last night and the Sun of this morning suggests again the fact that the latter is simply a morning edition of the former. When whole pages of matter are lifted from one paper and published verbatim in another, it begins to look as though a closer relationship existed between the two than a mere feeling of mutual admiration.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$2.50.

Only best brands of case goods served. Drinks and cigars 25c. Pete McDonald, Bank saloon.

**FOUND**—Bundle of papers containing miner's license, grants, etc. Apply Nugget office.

We fit glasses. Pioneer drug store

**Seasonable Footwear**  
Rubber Soled Shoes, Overshoes, Storm Rubbers, Wool Lined Rubbers, Felt Shoes, Etc.

**J. P. McLENNAN**  
233 FRONT STREET

**EMINENTLY SUCCESSFUL**

**Opening Family Night at Jackson's New Savoy.**

If the success of the weekly family night in the future at the New Savoy can be judged from that of last night the first trial, it is an foregone conclusion that these weekly events will be the most popular of Dawson happenings during the coming winter. Every seat in the snug little theater was occupied last night, many ladies and children being present. In every detail the entertainment was clean and bright and was presented in bright and up-to-date style, all the performers doing their respective work in a pleasing manner. The New Savoy cast comprises the leading talent of Dawson and that Manager Jackson will keep it up to its present excellent standard will but be in keeping with his usual good management and entergratulated on the eminent success which attended his initial "family night" entertainment.

**ANOTHER COMPANY**

**A Big Concern Opens at the Old T. & E. Store.**

The Thos. Mahoney Trading Co. is a new concern which is now in the field of general merchandise. Mr. Mahoney will be remembered as the manager of the N. A. T. & T. Co. in '99 during the incumbency of Capt. Healy. The new firm has opened in the old store of the T. & E. Co. and has brought to Dawson by the lower river route the largest stock of goods ever reported in one shipment by any firm other than the big companies. Mr. Mahoney is probably the best posted man in Dawson in the grocery business, he having been connected with Reed, Murdoch & Co., wholesale grocers of Chicago for a period of seven years. Mr. J. G. O'Donnell is associated as partner in the enterprise, he being also a well known Chicago business man. The firm has now at their big store a fine display of carefully selected goods fresh from the supply depots of the east.

**Mrs. McKinley's Only Interview.**

In the first interview which Mrs. McKinley has ever given to a newspaper reporter, she being then in New Orleans on the trip which ended in her illness, Mrs. McKinley began to talk about the President, whose name was mentioned. "Do you know Major McKinley?" she asked. "Ah, no one can know him, because to appreciate him one must know him as I do. And I am not speaking now of Major McKinley as the President, I am speaking of him as my husband. If anyone could know what it is to have a sick wife, complaining, always an invalid for 25 years, seldom a day well, and yet never a word of unkindness has ever passed his lips; he is just the same tender, thoughtful, kind gentleman I knew when first he came and sought my hand. I know him because I am his wife, and my proudest pleasure is to say this not because he is the President, but because he is my husband. He is so kind, so good, so patient. He gives me all the time he can; he never forgets me, no matter how busy he is. But I will be glad when he is out of public life. I did not want him to run a second time. I thought that he had done enough for the country, and now I know that he has done enough, and when his term expires he will come home and we will settle down quietly and he will belong to me."—Pittsburg Dispatch.

**A Jewel for the Duchess.**

The jewel which was presented to Her Royal Highness the Duchess of Cornwall and York by the citizens' committee as a souvenir of her visit to Montreal during the past week is as beautiful as it is typical of Can-

ada. The jewel consists of a diamond spray or corsage pin. The design consists of a spray of six maple leaves, mounted with diamonds. No two of the maple leaves are alike in form and color. They are of solid 18 karat gold, most beautifully enamelled in delightfully delicate tones. There are 366 carefully selected and beautifully cut white diamonds, and at the end of the stem is set a perfectly shaped Canadian pearl weighing no less than 20 grains. The whole jewel is of native Canadian made in the factory of Henry Birk & Sons, Montreal, which is, many Canadians will be surprised to learn, the second largest jewelry manufactory in the world. There is no other similar factory in existence which has as many manufacturing departments as the Montreal house. For this royal and the designs were made in Messrs. Birks' factory, the gold rolled, carved, enamelled, fired and polished there, and the gems set. The jewel will be enclosed in a handsome silver casket, also being manufactured by the Messrs. Birks. The cover will bear a suitable inscription and the arms of the city of Montreal.—Toronto Globe.

The Pacific Cold Storage Co. has perfectly insulated chambers regulated by steam and offers the finest warm storage in Dawson.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$2.50.

**WANTED**—By a competent woman, position as cook or housekeeper. Best of references. Inquire at Nugget office.

George Butler has a new supply of the "Flor de Manoa"—a big 25c cigar.

Major Primrose Dined.  
A quiet little liner was tendered Major Primrose at the officers' mess of the N. W. M. P. Thursday, the occasion being the early departure of the major for the outside. The evening was very happily spent, the friends of the guest assembled wishing him Godspeed on his journey. It was quite an informal affair, and but two toasts were proposed, "The King" and "Our Guest." Those present were: Major Wood, Major Primrose, Captain Starnes, Captain Wroughton, Captain Routledge, Captain Cosby, Captain McDonnell, and Messrs. E. C. Senkler, P. C. Stevenson, F. T. Congdon, R. C. Cowan, Chas. Barwell and R. McLennan.

Service for Men.  
You are cordially invited to attend a short service for men only, to be held in St. Paul's church on Sunday afternoon, October 13, at 4 o'clock.

If you want the "Big" 50 cent cigar—call at Butler's Pioneer.

Special Power of Attorney forms for sale at the Nugget office.

AMUSEMENTS

**NEW SAVOY THEATRE**  
W. R. JACKSON, Proprietor

**GRAND OPENING, MONDAY, OCTOBER 7, 1901**

**DOCTOR BILL**  
In Conjunction With High-Class Vaudeville, including ROONEY & FORRESTER.

**MR. RAY SOUTHWARD, BESSIE PIERCE**  
The Greatest of All Comedians. The Famous CARROLL. The Great MIMIC. And the King of Magic DEL ADELPHIA.

Admission 50c. Reserved \$1.00 and \$2.00

**The Standard Theatre**

**Captain Rackett**  
The Greatest Cast Ever Put in Dawson. 50 PEOPLE ON THE STAGE. GREAT SCENIC EFFECTS.

**Goetzman's Magnificent Souvenir OF THE Klondike**  
IS NOW BEING CLOSED OUT AT

**\$2.50 EACH**

This Work Is Without Exception the Finest Production Ever Published Showing Views of This Country. The Work Is Handsomely Bound With an Illuminated Cover and Contains

**80 PAGES OF ILLUSTRATIONS OVER 200 VIEWS.**

Printed on Heavy Coated Book Paper.

Former Price \$5.00, NOW \$2.50

Copies, While They Last, Can Be Obtained at All Book Stores or at

**Goetzman's Photograph Studio**  
Corner First Avenue and Second Street

**Make a Guess When the River Freezes.**

To the one coming nearest the exact time when the river closes in front of Dawson we will give the following outfit:

A Fine Coat, Value	\$60.00
A Beaver Cap, Value	20.00
A Pair of Doige Shoes, Value	7.00
A Pair of Fur Lined Gloves	3.00
A Suit of Heavy Underwear	10.00
<b>Total</b>	<b>\$100.00</b>

SEND IN YOUR GUESS.

Major Primrose Dined.

A quiet little liner was tendered Major Primrose at the officers' mess of the N. W. M. P. Thursday, the occasion being the early departure of the major for the outside. The evening was very happily spent, the friends of the guest assembled wishing him Godspeed on his journey. It was quite an informal affair, and but two toasts were proposed, "The King" and "Our Guest." Those present were: Major Wood, Major Primrose, Captain Starnes, Captain Wroughton, Captain Routledge, Captain Cosby, Captain McDonnell, and Messrs. E. C. Senkler, P. C. Stevenson, F. T. Congdon, R. C. Cowan, Chas. Barwell and R. McLennan.

Service for Men.

You are cordially invited to attend a short service for men only, to be held in St. Paul's church on Sunday afternoon, October 13, at 4 o'clock.

If you want the "Big" 50 cent cigar—call at Butler's Pioneer.

Special Power of Attorney forms for sale at the Nugget office.

AMUSEMENTS

**NEW SAVOY THEATRE**  
W. R. JACKSON, Proprietor

**GRAND OPENING, MONDAY, OCTOBER 7, 1901**

**DOCTOR BILL**  
In Conjunction With High-Class Vaudeville, including ROONEY & FORRESTER.

**MR. RAY SOUTHWARD, BESSIE PIERCE**  
The Greatest of All Comedians. The Famous CARROLL. The Great MIMIC. And the King of Magic DEL ADELPHIA.

Admission 50c. Reserved \$1.00 and \$2.00

**The Standard Theatre**

**Captain Rackett**  
The Greatest Cast Ever Put in Dawson. 50 PEOPLE ON THE STAGE. GREAT SCENIC EFFECTS.

**Goetzman's Magnificent Souvenir OF THE Klondike**  
IS NOW BEING CLOSED OUT AT

**\$2.50 EACH**

This Work Is Without Exception the Finest Production Ever Published Showing Views of This Country. The Work Is Handsomely Bound With an Illuminated Cover and Contains

**80 PAGES OF ILLUSTRATIONS OVER 200 VIEWS.**

Printed on Heavy Coated Book Paper.

Former Price \$5.00, NOW \$2.50

Copies, While They Last, Can Be Obtained at All Book Stores or at

**Goetzman's Photograph Studio**  
Corner First Avenue and Second Street

**A Fair Exchange**  
LOOK AT YOUR MONEY AND THEN AT OUR  
**FUR COATS AND CAPS**  
AND YOU WILL GLADLY SWAP.  
**SARGENT & PINSKA**  
SECOND AVENUE, Opposite S.-Y. T. Co.

SATURDAY, OCTOBER 12, 1901  
THE GREAT  
How Columbi  
Contest  
Will Go Down  
International  
a Thorough  
The complete  
part of the first  
ambition and, S  
berewith. The  
be carried down  
the closest and  
in the history  
racing.  
New York, Sa  
most so  
sailed for the  
white river. Col  
British challenge  
and toward co  
miles by the  
margin of thi  
pton's latest  
ors must allow  
three seconds o  
square feet  
square area, th  
the rules, g  
one minute an  
As a spectac  
perb. From  
scrapers cross  
until they find  
four and a hal  
suit was in  
ment aboard  
creased until  
women almost  
matched were  
ing machines.  
started were t  
each other's  
three-quarters  
so close that  
the tiller abo  
toss a biscuit  
on the Shamo  
beat their wa  
black shadow  
sail was part  
of the Colum  
the run home  
scared deers  
almost beam  
been harness  
of the game  
the Partian  
raven's first  
lant in 1893,  
ured by yac  
will be forg  
cent-duel of  
ever in the  
nessed it  
yachtmen  
count the th  
brated first  
bia and Sha  
York harbor  
century.  
As a result  
faith in the  
the hearts o  
admit that  
abst sloop  
to lift the  
old whoose  
the Atlantic  
superiority  
and Americ  
represented  
to be estab  
sailing ship  
ity to harv  
wind, and  
windward t  
gained 39  
home her  
Columbia  
only 37 a  
lock. It  
er, that  
another g  
ward, no  
national  
that during  
had been  
while behi  
only show  
but, in the  
letter hau  
Disappoi  
day, the c  
Standy H  
somewhat  
ing day,  
steamers,  
sailing ve  
every des  
the startin  
an ideal  
talk of the  
loy and  
had lifted  
viable to  
Long Isal  
from a sp  
the breeze  
the Atlan  
its foam  
harry alo  
shoreward  
curson fi  
ed the  
draught

**MEN**

of Fur Coats, Fur Collarets. See

**BERG, CLOTHIER**

**ay City Market**

YSUYT & CO., Prop.

**THEATRE**

**OCTOBER 7, 1901**

**MR. RAY SOUTHARD, BESSIE PIERCE**  
The Greatest of all Contentionists  
**Famous CARROLL,**  
The Great NOEL  
**DEL ADDELPHIA.**

**\$1.00 and \$2.00**

**tre**

**Monday, Sept. 30**  
The Greatest Cast Ever Put  
in Dawson.

**PEOPLE ON THE STAGE.**  
GREAT SCENIC EFFECTS

**magnificent**

**R**

**ondike**

**NG CLOSED**

**AT**

**EACH**

ception the Finest Pro-  
showing Views of This  
Landsomely Bound Will  
Contains

**ILLUSTRATIONS**  
VIEWS.

Coated Book Paper.

**e \$5.00,**

**NOW \$2.50**

st, Can Be Obtained  
Stores or at

**Photograph**

**dio**

and Second Street

**THE GREAT RACE IN DETAIL**

**How Columbia Won the First Contest of the Series.**

**Will Go Down in the History of International Racing—Sir Thomas a Thorough Sport.**

The completed associated press report of the first race between Columbia and Shamrock is reproduced herewith. The race will undoubtedly be carried down into history as one of the closest and most exciting contests in the history of international yacht racing.

New York, Sept. 28.—In the closest and most soul-stirring race ever sailed for the America's cup, the white flyer Columbia today beat the British challenger over a windward and leeward course of thirty nautical miles by the narrow, heart-breaking margin of thirty-nine seconds. As Lipton's latest aspirant for cup honors most allow the defender forty-three seconds on account of the extra 100 square feet of canvas in her sail area, the official record, under the rules, gives her the victory by one minute and twenty-two seconds.

As a spectacle the contest was superb. From the time the two skyscrapers crossed the starting line until they fled across the finish line four and a half hours later, the result was in doubt, and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical. So evenly matched were these two scientific racing machines that never after they started were the rival skippers out of each other's hail, and more than three-quarters of the time they were so close that Charlie Barr, who had the tiller aboard the Columbia, could toss a biscuit to Captain Sycamore on the Shamrock. For miles as they best their way to the outer mark the black shadow of Shamrock's huge top-sail was painted on the big mainsail of the Columbia, and for an hour on the run home, the yachts flying like scared deers before the wind, they ran almost beam to beam, as if they had been harnessed together. The memory of the races between the Genesta and the Puritan in 1885, and Lord Dunsraven's first Valkyrie and the Vigilant in 1893, which have been treasured by yachtsmen up to this time, will be forgotten after the magnificent duel of today. It will live forever in the memory of those who witnessed it. In the years to come yachtsmen of two nations will recount the thrilling story of the celebrated first race between the Columbia and Shamrock II, sailed off New York harbor in the first year of the new century.

As a result of today's race, though faith in the Columbia still remains in the hearts of the patriots, all experts admit that the British boat is the ablest sloop ever sent to these waters to lift the 100-guinea cup, which the old schooner America brought across the Atlantic 50 years ago, and the superiority of American steamship and American naval architecture as represented by the defender remains to be established. The quality of a sailing ship is measured by her ability to carve her way into an adverse wind, and in the 15-mile threst to windward today the golden challenger gained 39 seconds, while on the run home her lead was eaten up and the Columbia crossed the finish line exactly 37 seconds before the Shamrock. It must be remembered, however, that the challenger had had the other gauge in the boat to windward, no mean advantage, and the nautical experts said after the race that during the outward journey she had been sailed to absolute perfection while behind the American yacht not only showed a fleet pair of heels, but, in the opinion of the sharps, was better handled.

Disappointed by the duke of Thursday, the crowd which sailed down to Sandy Hook lightship today was somewhat smaller than on the opening day, but even so, the colony of steamers, steam yachts, tugboats, sailing vessels and excursion craft of every description formed an angle at the starting line miles long. It was an ideal day for the race. The current was a breeze, which had hung over the bay and shore in the early morning had lifted, making the whole course open to the thousands along the Long Island coast. The sun blazed from a speckless vault of blue, and the breeze, blowing straight in from the Atlantic, was strong enough to lift loam out of the green swells and carry along, black ribbons of smoke shoreward from the stacks of the excursion fleet. The old salts who snatched the air said the wind was the same as from the big storm which

was reported to be raging on the South Atlantic coast. The big single-stackers behind proudly puffing tugs had preceded the excursion fleet to the stake boat, and had hoisted their largest light-weather sails. Sir Thomas Lipton's private signal, a green shamrock in a yellow field, floated from the main truck of the British boat, and Mr. Morgan's colors, a Maltese cross on a field of black, fluttered from the after leech of Columbia's sail. Watson, the designer of the challenger, and Ratsey, who is reputed to be the best sail-maker in the world, were aboard the gold boat. As the yachts passed out from behind the Hook half a dozen ocean liners inward bound saluted them with ensigns and whistles.

Again today the course, east by south, carried the yachts along the Long Island shore, straight out to sea. The start was thrilling. The yachts bounded away across the line like a couple of runaway horses, the challenger half a length ahead and to the windward.

In the maneuvering before the start Capt. Sycamore had given the wily Yankee skipper a genuine surprise, returning a Roland for the Oliver. He received on Thursday. Just when Barr thought he had him under his lee, the Englishman deadened his head and then luffed under the Columbia's stern into the weather berth. This victory for Shamrock at the very first of the race Columbia could not overcome in the long beat to windward.

The two big yachts were an inspiring sight to the spectators as they plunged seaward, pounding great fountains of spray from their bows and drenching the crews lined up along the weather rail. They heeled to the wind until their lee rails were awash in the swirling, bubbling seas and from the windward side they showed yards of their bronze underbodies. Neck and neck, tuck and tuck, they raced like a team of horses. Dismay began to be written on the faces of the patriots as Barr tied once, twice, and finally a third time to cross the bow of the foreigner, only to be forced around each time by the lean golden muzzle of the Britisher. Visions of the dear old cup that means the yachting supremacy of the world vanishing across the waters danced before their eyes.

On and on they flew, turning twin wings of foam from their bows, and Columbia seemingly felling back rather than gaining. The hearts of the patriots sank lower and lower. As the yachts got further out the swells lengthened and the white flyer seemed to labor more heavily in the long waves. Just after passing Long Beach hotel, with its verandas and windows filled with people, the old City of Paris, now the Philadelphia, of the American line, came foaming in from the east with a bone to her teeth. She headed slightly northward between the racers and the shore in order not to impede them with her wash, and went by like an express train dipping her flag in salute. Her passengers and crew lived her rail for a sight of the exciting spectacle until she was far down to port. The vessels in the excursion fleet by this time were rolling heavily. Many of the spectators were forced to the seclusion of their cabins and many were kept near the rails. The excursion vessels formed a crescent about the stakeboat as the yachts rounded the outer mark, but it was a doleful fleet.

As Shamrock bore around with her spinnaker pole to starboard like a lance, the big steam yacht Erin, with the "bloody hand of Ulster" in the Royal Ulster Yacht Club ensign at her taffrail, opened her whistle loud and long. It was the first time Sir Thomas had felt the joy of victory, and he and his party probably enjoyed it to the full. The Yankee skippers were too polite not to pull their whistle cords, but the toots were not loud nor long, and the bands did not play "Columbia, the Gem of the Ocean." But when the racers had spread their wings, spinnaker matching main sail and balloon jibs drawing forward and the white flyer began to eat up the green water between her and the challenger, drooping spirits began to rise, and when the yachts got on even terms about half way home the bands began to play and the people raised a cheer. As they approached the finish line, Columbia leading by half a dozen lengths, all the pent up enthusiasm burst forth. About a quarter of a mile before they reached the line, the golden boat blanketed the white one and for a moment she ran up alongside, and it looked as if she would be first home. Cheers died in patriotic throats. Suddenly, as Columbia luffed and got her wind clear, she forged ahead and came tearing down like mad. As she crossed three lengths ahead the enthusiasm broke out again with redoubled energy. Every Yankee skipper grabbed his whistle cord and made a terrific noise and din. Sirens wailed and the white steam jets made it look as if every ship in the fleet had broken her steam chest. The Corsair, J. P. Morgan's yacht, threw her power into smoke. Every boat cheered. Men and women jumped up and down for very joy. Not a few hats tossed into the air fell overboard, but their owners cared not. The Corsair set American flags at both peaks, gaff and taffrail. Soon the whole fleet blossomed out in the national colors. The Corsair went alongside the defender and her crew gave three cheers, while the Yankee tar, aboard Columbia answered with bared heads. The whole fleet seemed anxious to escort Columbia to her anchorage.

Meantime Shamrock had taken a tow from her tender and had drawn out to the ruck of the steamers. Escorted by the Erin, which showed a big hole that the revenue cutter Gresham had stove in her port quarter, she headed for the berth behind the Hook. Some of the excursion boats dropped back to salute the popular sportsman who has been game enough to make a second effort to lift the cup, and then the whole fleet moved on in a mad race for home, many of the skippers keeping their whistles going until they reached the narrows at the entrance of the upper bay.

When it was all over Sir Thomas Lipton showed himself the thorough sportsman he is. "Well," he said, as he stood on the deck of Erin, "that is one dot against us. But in my own heart I am just as hopeful as I was this morning, for I feel that if I only have a wind I am all right. It was a fair and square race, not a fluke, but it was not Shamrock's day. We want a breeze that will put that deck six inches under water, and then you will see a race be sure of one thing—I was licked fairly today."

Capt. Bob Wringe, who was on the bridge of the Erin, at Sir Thomas Lipton's elbow, said: "If we get a fresh breeze we will lift the cup yet. A nine to twelve-knot breeze is what we want."

E. D. Morgan, while highly pleased over the result of the race, had little comment to make. "We beat them fairly," he said. "Although the wind conditions were not all that could have been desired, after turning the outer mark, we were confident of bringing Columbia home a winner. I will venture no predictions as to the outcome of the future races. We have carefully avoided boasting, but shall put forth our best endeavors to keep the America's cup on this side of the Atlantic."

Capt. Barr also was much gratified over the victory. "It was a close race, but a clean one," he said. "Wind conditions were perhaps not all that could have been desired, but such as they were our boat was never in danger, I believe, at any point."

**CLOUDS OF OBSCURITY**

**Now Hover Over and Darken the Police Court.**

"Not a drum was heard, not a funeral note" was said of the burial of Sir John Moore, but for quietude silence that could be felt—the police court room this morning could give Sir John's obsequies a handicap and still pass under the wire with full two necks to spare. The only sound to be heard in the police court room this morning was the desultory crackling of the wood in the stove that seemed to realize that it was being consumed to no purpose. The bench that has been dedicated for the use of men who entertain aftermaths in the form of dark brown tastes, men whose lips are similar to those of a Georgia nigger during a watermelon famine, was vacant and looked cold and moist. The lonesome box also had a clammy look that suggested thoughts of Poe's Raven, which is purported to have said "Never more."

The above described condition of affairs speaks more than pen can depict. It involves the entire Klondike district, places it on the past list and leads up to the question: Whether are we drifting? The question resolves itself to this: Is a time honored institution to be allowed to grow whiskers, sink into oblivion, so to speak, for want of patronage? The time for action has arrived; the crisis is here and one of two things must be done: Either saloons must subsidize in order that they may continue to supply the various brands or—the people must be forced to see an at one time prosperous branch of the government put out of commission and relegated to the top shelf of obscurity. Rouse, ye Romans.

**ALONG THE WATER FRONT.**

The Ora arrived yesterday afternoon at 2 o'clock with the biggest flock of cows ever brought down the river. She conveyed three scows, each a double decker and 22x78 feet in size. They contained 150 head of beef cattle, 40 calves, 160 sheep and a large number of hogs. En route the Ora was wind bound at Labarge for a day. She brought 27 passengers and left again on her up trip last night.

The Columbia left at 2:30 yesterday afternoon with 31 passengers and five

sacks of mail. The present is her last trip. The Zealandian which left Whitehorse Wednesday with four scows of feed in tow will not arrive until Monday or Tuesday. About her return nothing is known definitely as yet. She may be sent back only to Hootalinqua and she may be dispatched clear to Whitehorse, in which event passengers will of course be taken.

The little Angelina will be the last boat out of Whitehorse this year and she will not be dispatched until all the others are high and dry out of the ice, bringing the last mail before the close of the river, and will winter on the ways at West Dawson.

**Murray and Mackinson Win.**  
John Murray and James Mackinson, two of the most successful of the many fortunate Klondikers, are among the recent arrivals from the North. Seattle is the home of both. Four years ago they joined in the great stampede to the celebrated district, neither having capital beyond energy and a determination to succeed. Murray worked his way into the wholesale liquor business, clearing \$100,000 within the past two years.

Mackinson engaged in hotel and mining ventures and has been equally successful. He leaves for the Klondike within two or three days, taking with him a supply of provisions purchased in Seattle—P. I., Sept. 29.

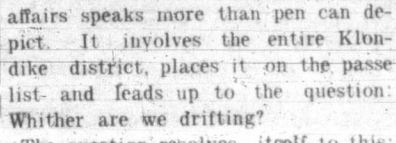
R. J. Mackison, the genial proprietor of the Gold Hill hotel at the Forks, returned on the Ora from a visit with his parents in North Yakima, Wash.

Geo. Butler has a fresh consignment of the "Flor de Manoa"—a big 25c cigar.

FOR SALE—Latest improved coal heater. Apply Nugget office.

**Photo Supplies**

For Amateurs and Professionals. A COMPLETE STOCK.



Field and Marine Glasses. Goetzman Photographer. Studio and Supplies. Phone Branch House. Fruit and Second. 56. Office Building.

**PROFESSIONAL CARDS**

**LAWYERS**  
WADE, CONGDON & ALKMAN — Advocates, Notaries, etc. Office, A. O. Office Building.

**PATTULLO & RIDLEY** — Advocates, Notaries, Conveyancers, etc. Offices, Rooms 7 and 8 A. O. Office Bldg.

**SOCIETIES.**  
THE REGULAR COMMUNICATION OF Yukon Lodge, No. 79, A. F. & A. M. will be held at Masonic hall, Mission street, monthly, Thursday, on or before full moon, at 8:00 P. M. C. H. WELLS, W. M. J. A. DONALD, Sec'y.

**British-Yukon Navigation Co., Ltd.**

Operating the following Fine Passenger Steamers between Dawson and White Horse: "Victorian" "Columbian" "Canadian" "Whitehorse" "Selkirk" "Dawson" "Yukoner" "Bailey" "Zealandian" "Sylbi" and Five Freight Steamers. A daily steamer each way, commencing with passenger train at White Horse. Through Tickets to all Puget Sound Ports. Baggage Checked and Bonded Through.

Travel by the Best Route and Avoid Trouble and Delay. Reservations Made on Application.

E. C. HAWKINS, B. BARLING, J. F. LEE, J. H. ROBERTS. Gen'l Mgr. W.P.&Y.R. Gen'l Mgr. B.Y.N.Co. Traffic Manager. Agent.

**C. G. Wilson, Importer**

FEED, PROVISIONS, FOOD PRODUCTS. THIRD AVENUE. PHONE 150. All Stored in the New Two Story Brick. Call and Get Prices in Quantities.

**Iowa Creamery Butter**

Better Than Any. L. A. MASON, Agent, Second Avenue.

**Steamer Prospector**

Will Sail for WHITEHORSE Saturday, Oct. 12.

For Passenger and Freight Rates, Apply Frank Mortimer, Agent. Aurora Dock.

**Thawing Points**

Made of Stay Bolt Steel. EVERY ONE GUARANTEED AT THE Dawson Hardware Co., Ltd. Store, Second Ave. Phone 36. Mfg. Dept. 4th St. & 3rd Ave.

**The Best Hydraulic Pipe**

Miserable Weather. Fully one-half the people met this morning wore a deep, dark, damp and surly look and when asked as to the cause the invariable answer related to cabins leaking, necessitating a large amount of dodging around the better part of last night to keep out of the wet.

Probably for the first time in the history of the country a heavy rain fell as late as October 12 and in many cabins which were repaired for the winter considerable destruction was wrought. The general expression is that almost any degree of cold would be preferable to the present drizzling murky weather.

**WALL PAPER**

Cox & Cloes, Cor. 2nd and 2nd. Telephone 179. FULL LINE CHOICE BRANDS. Wines, Liquors & Cigars. CHISHOLM'S SALOON. TOM CHISHOLM, Prop. Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$2.50.

**STANDARD FREE READING, WRITING, SMOKING, CHESS AND-CHECKER ROOMS.**

**LIBRARY WORKINGMAN'S LUNCH, DINNER AND REFRESHMENT ROOMS.**

**Wall Paper**

From 50 Cents Up. Anderson Bros. We have the finest lot of wall paper and paints direct from the factory. Stains, oils, turpentine, white and colored enamel, putty, glass and Anderson Bros. Second Avenue.

**STAGE LINES FREIGHTERS**

**THE ORR & TUKEY CO., Ltd.**

TO GRAND FORKS—Daily each way, Sundays included. 5:30 a. m. and 2:30 p. m. TO DOMINION AND GOLD RUN—Via Bonanza and McEormack's Forks. 5:45 a. m. TO HUNKER—Daily (Sundays included). 2:00 p. m. ALL LEAVE OFFICE N. C. CO. BUILDING. TELEPHONE NO. 8.

**By Using Long Distance Telephone**

You are put in immediate communication with Bonanza, Eldorado, Hunker, Dominion, Gold Run or Sulphur Creeks. By Subscribing for a Telephone in Town. You can have at your finger ends over 200 speaking instruments. Yukon Telephone Syn. Co. GENERAL OFFICE THIRD ST. NEAR A. O. STAGE

**The White Pass & Yukon Route**

Operating the following Fine Passenger Steamers between Dawson and White Horse: "Victorian" "Columbian" "Canadian" "Whitehorse" "Selkirk" "Dawson" "Yukoner" "Bailey" "Zealandian" "Sylbi" and Five Freight Steamers. A daily steamer each way, commencing with passenger train at White Horse. Through Tickets to all Puget Sound Ports. Baggage Checked and Bonded Through.

Travel by the Best Route and Avoid Trouble and Delay. Reservations Made on Application.

E. C. HAWKINS, B. BARLING, J. F. LEE, J. H. ROBERTS. Gen'l Mgr. W.P.&Y.R. Gen'l Mgr. B.Y.N.Co. Traffic Manager. Agent.

**N. A. T. & T. CO.**

**New Goods MARKED AT New Prices**

**New Customers**

**EVERY DAY**

We will be pretty busy for the next few days Unloading New Goods, but we will be pleased to serve you just the same.

**THE N. A. T. & T. CO.**

**BIG MAIL DUE NEXT WEEK**

None Received From Canadian Points Within Five Days.

**Movements of the Mail During the Closing of the River—Facts and Figures From Last Year.**

In conversation with Postmaster Hartman today it is learned that the mail for the outside will be dispatched with its usual regularity up until the running of the ice compels the cessation of navigation. The contractors are required to take the mail out at least once a week, but considerable latitude is allowed them both at the closing and the breakup of the river. Last year there was an interval of 26 days between the departure of the last mail by boat and the first over the ice, the last to go out by the river having been dispatched October 17 on the Ora. It, however, had to be packed around Thirtymile river. The first to be sent out over the ice left here November 12. Another was sent out on the 14th, all three arriving at Skagway at the same time.

The last mail to arrive by way of the river was brought down by the Chara-Monarch, leaving Whitehorse October 15 and arriving here in the ice October 21. The next to get in came over the ice, landing here November 13. Another followed on the 20th, thence arriving afterward with due regularity.

A big mail is due next week, none from Canada having arrived within the past ten days. The Zealandian leaving about Wednesday will take mail out, from which time on recourse will be had to the smaller boats as long as they continue on the run. During the closing of the river and for a week or so immediately afterward when traveling is dangerous no registered mail will be dispatched. That will be held until the ice is considered perfectly safe. Ordinary mail will be delivered to the contractors whenever called for, but in view of the experience had last fall it is considered useless to start out so quickly after the river closes.

**Canada's Population.**

There is one feature made prominent by the recent census returns in Canada that is of particular interest to the Northwest. While the growth throughout the Dominion has been disappointingly slight within the decade from 1891 to 1901, the increment in the Northwest has been very marked. In 1891 only 349,846 out of 4,823,875, being 7.2 per cent. of the whole, lived west of Ontario. In 1901, of the 5,338,883 people composing the population in the Dominion, 656,464, or 12.3 per cent., lived in what is known as the western provinces.

It is fortunate for the Northwest that the trend in Canada is westward and that the provinces of Manitoba, Assiniboia and British Columbia promise to continue, if not to increase, their increment within the next decade. At the same time, whether the Canadian lives west or east, what might be called the metropolitan pull is exercised and the twin cities get their full share of Canadians of whom, it is fair to say, they make exceedingly good Americans and valuable citizens.—Minneapolis Times.

**Kentucky Labor Riots.**

Hopkinsville, Ky., Oct. 2.—Cottages of employes at the Empire mines in North Christian were attacked last night by about twenty-five persons supposed to be union men from camps broken up this week in Hopkins county. A battle between the occupants and assailants followed, over a hundred shots being exchanged. Albert Burton, an Empire employe, was shot through the eye and may die. Guards arrived and the attacking party fled. Monday non-union men returning from work were fired upon from ambush. Tom Bell was shot through the legs and several had narrow escapes. Manager Rutland and several guards and employes are here to testify before the grand jury.

**Burns Won.**

At the wrestling match last night between Burns and Murphy some very effective work was done by the former who vanquished his man easily, throwing him three times in succession within thirty minutes. Murphy became sick from the rough handling of his opponent and was compelled to retire from the ring acknowledging his defeat. The match was exciting and well worth seeing, but unfortunately was poorly attended, owing to the number of takes pulled off recently. Silas, the colored wrestler, is matched with Burns for some future date, he agreeing to put Burns to the mat three times within an hour.

**PEOPLE WE MEET.**



J. R. GREY OF THE DAWSON HARDWARE CO.



HARRY JONES OF THE DAWSON HARDWARE CO.

**PRISONER ESCAPES**

**Capt. Banks Too Foxy for Nome Deputy Marshal.**

R. C. Whidden, a deputy United States marshal from Alaska, reported to the police yesterday afternoon that a federal prisoner, Capt. A. G. Banks, had escaped from his custody and requested the assistance of the department in recapturing him. The deputy was stopping with the prisoner at the Seattle hotel awaiting the departure of a steamer for the McNeil's Island penitentiary. Banks prevailed on the officer to permit him to go to his room for the purpose of getting some clothing and made his escape the marshal says, through an unguarded entrance.

Banks is under sentence of three years at McNeil's Island. He is 40 years of age, five feet ten inches in height, of medium build, has dark hair and mustache, wore a suit of dark clothing and blue sweater. Capt. Banks who was brought from Nome on the steamship Queen is well known in Seattle and was formerly master of the steamship Oregon. He was convicted of obtaining money under false pretenses by unlawfully selling the products of certain Nome coal mines and sentenced to imprisonment by the United States district court. His friends here as well as many people at Nome, it is said, seriously question his guilt of any crime.

He was accused and prosecuted by George Smith, who was long a resident of Seattle.—P. I., Oct. 3.

**Eagles Meet.**

Owing to the fact that the hall is being used for storage purposes, the F. O. E. will not hold their regular Sunday evening meeting, but will hold a business meeting at 4:30 Sunday afternoon, at the worthy president's office, N. C. Co. building.

**Notice.**

The members of the I. O. O. F. relief committee are requested to be present at a meeting to be held Monday night at 7:30 o'clock, in Masonic hall. It is important that each member of the committee be present.

**DOGIZED CRANKS**

**Who Persistently Torture the Police With Their Troubles.**

The life of the custodians of the peace of Dawson is not a pleasant one. Some people entertain the belief that the officer in charge of the town station has naught to do but listen to idiotic tales of imaginary misdeeds of their neighbors or of their own grievances. Other people can live in Dawson year after year and never have occasion to bother the police in any way.

One of the former class of chronic trotters to the police station called yesterday morning and reported to Sergeant Frank Smith that a malamute dog had been stolen from him the previous night and was confident that the animal had been taken down the river in a small boat. The sergeant obtained a description of the dog and telegraphed the same to Fortymile with the request that a lookout be kept for such described dog. Yesterday evening a wire came from Fortymile to the sergeant informing him that a man with a dog similar to the one described had arrived and was being held subject to instructions from this place. Sergeant Smith at once sent for the complainant of the morning in order that he might swear out a warrant for the return of the dog thief to Dawson. Imagine the sergeant's disgust when his visitor of the morning sent back this message:

"My dog is all right. I found him at home when I returned from seeing you this morning."

Sergeant Smith hastened to the telegraph office and wired the officer at Fortymile to release the innocent victim held there on the disgraceful charge of dog stealing, and the miserable "dogized" biper who had been the means of so flagrantly wronging an innocent man, to say nothing of placing the police officers in a ridiculous and embarrassing position, probably retired last night without a compunction of conscience or a thought that he is a human wart, an ulcer on mankind and a reproach to Him whose footstool he defiles.

**SATISFIED WITH LITTLE**

**Staker Takes Less Area Than Law Allows Him.**

Gold Commissioner Senkler yesterday rendered a decision by which a staker of a claim on Golf Hill is entitled by the regulations to more ground than was given him, yet is confined to that which he applied for in his original application. The plaintiffs in the case are C. S. Seitz and B. K. Brockington, who are the successors to T. M. Carper, the staker of a bench claim in the 6th tier, left limit, adjoining No. 2, Eldorado. The claim was staked July 20, 1898, at a time when benches should have been 250 feet square, though 100 square was considered a full claim. Adjoining the Carper claim is the Bell location, also a 100-foot claim. Between the two lies a fraction 100 feet long up and down the hill, 24 feet wide on the down hill end and 18 feet wide on the upper end. This fraction was bought at one of the government sales last summer by Carl, Fred and A. L. Maier, and is the bone of contention in the suit just ended. By the gold commissioner's decision it is shown that if Carper had applied for 250 feet square he would have been entitled to it or as much ground as was vacant up to and adjoining the Bell claim. But he only asked for 100 feet square and he must abide by that application. The decision in part is as follows:—

"It appears from Mr. Barwell's evidence that the Carper claim as located covered somewhat more ground than one hundred feet square, the down stream side of the claim being 124 feet and a fraction in length, and the up stream side being 118 feet and a fraction in length. "It was the custom of the gold commissioner at that time only to allow 100 feet square to every locator on Gold Hill. There is no doubt about this decision of the gold commissioner being incorrect, and if Mr. Carper had insisted upon having a full claim of 250 feet square, or on having the full length as between his location posts, he would have been entitled to it; but in his original application he applies for a claim 100 feet square, and the original grant as given to him described the claim as being 100 feet square."

"I think under these circumstances that the Carper location must be confined to 100 feet, and a reference will be had as to the actual damage done to the Carper location from the lower drift."

**Slaughter Was Planned.** Manila, Oct. 2.—The United States hospital ship Relief will leave here tomorrow with one battalion of the Seventh regiment and at Legaspi will embark a battalion of the Twenty-sixth regiment to reinforce the troops in the Island of Samar.

The American publishes a telegram today giving an account of the fight in which a majority of the men of company C, Ninth Regiment, were killed near Balangiga, September 28. The fight was long protracted, and the Filipinos were called to commit the slaughter by the ringing of church bells at daylight. They got between the soldiers, who were breakfasting, and their quarters. The insurgents were mostly armed with bolos, but they had a few rifles with them.

**TOM McGRADE DISMISSED**

Continued from page 1.

own life, her tears were bona fide and if McGrade remains in town and at liberty she thinks he will execute his threats and attempt to burn down her hotel, she had no malice against the accused and her application was merely for the purpose of protecting her property and the life of her husband.

In the cross examination conducted by Mr. Clark the witness stated she and McGrade had been good friends until she lost confidence in him through him having approached her with a business proposition which she considered dishonorable, that he had been an old friend and on terms of intimacy with her husband; she had not brought the present action before as she did not know McGrade had gone away; she thought he was still in the city and when she learned he had started outside she was badly frightened.

Mr. Clark at the conclusion of Mrs. McConnell's evidence asked for the dismissal of his client, stating that it was impossible for this court to bind him over to keep the peace in so far as he remained within the jurisdiction of the court. It was shown that Mr. McConnell, for the safety of whose life the complainant was anxious, was expected at some time in Seattle and it was thereupon McGrade's arrival that the blowing of the McGrade's head was supposed to take place.

"Surely, my learned friend does not expect your honor to attempt to compel this man to keep the peace all over the world," said he.

"What has McGrade to say for himself?" asked his honor.

McGrade was put in the box and sworn. He stated that he had had no conversation whatever with Mrs. McConnell on or about September 16 or 18, the dates she alleges the threats to have been made, except having met her once or twice on the street he had not seen her for two weeks prior to that date, was in town but was not in the Melbourne hotel where the conversation is said to have taken place; he made no such threats, and had never made any threats what and had never made any threats what and ever against Mrs. McConnell, had never said anything about burning down her hotel; had been friends with

Mr. McConnell for ten years, and if he met him today he would extend to him his hand in friendship.

Mr. Congdon in his cross examination asked McGrade if he would fall upon McConnell's neck and embrace him if he should meet him, and would it not be considered a strange procedure if as he says McConnell owed him \$10,000 and refused to pay it that he (McGrade) should greet him so effusively. Witness replied that the money question was a matter of business and he would not let that interfere with a friendship of so many years' standing. McGrade further stated that the last conversation he had had with Mrs. McConnell was two weeks prior to September 18, and that no one was present at that time unless they were secreted; he never seen Mrs. McConnell in the presence of Mr. Brown.

A. F. George was called by the prosecution in an attempt to discredit McGrade's evidence; but he swore he had not seen McGrade for a year and a half prior to his (McGrade's) return in custody from Whithorse. He had dined with him that evening but nothing had been said to him by McGrade either in reference to the publication or suppression of news pertaining to the McConnell mixup.

Judge Macaulay's findings in the case were short and to the point. He found no evidence to warrant him binding the accused over to keep the peace and he was consequently discharged.

The court-house was filled with McGrade's friends, who pressed about him at the conclusion of the trial and extended congratulations. He leaves again for the outside on the Whitehorse and hopes for better luck this trip.

**Returned to Dawson.** Mr. Horace Degenais, at one time with the A. E. Co., and later with the Ames Mercantile Co., and always popular in society circles, returned to Dawson by way of St. Michael, being a passenger up the river on the steamer Casca. He traveled extensively in the States and Canada during his absence. Mr. Degenais will probably accept a position for the winter with one of the big companies.

If you want the "Big" 50 cent cigar—call at Butler's Pioneer.

**Church Services Tomorrow.**

St. Andrew's Presbyterian—Services 11 a. m. and 7:30 p. m. Dr. Grant, pastor.

Methodist—Rev. A. E. Beal, pastor, will preach both morning and evening. Services at 11 a. m. and 7:30 p. m. Sunday school, 10 a. m. During the evening service he will sing "Softly Now the Light of Day," with solos by Mrs. L. M. Mr. Povah. All will be welcome.

Episcopal—Rev. W. H. G. Rams, pastor. Holy communion 11 a. m. Regular services: 11 a. m. and 7:30 p. m. At 4 p. m. a special service for men will be held to which all are cordially invited.

St. Mary's church—Rev. Gendreau, pastor. Regular services at 10:30 a. m. and 7:30 p. m.

**Persons Enquired For.**

Malcolm McLeod, by Ellis K. Leod, 283 Front ave., Duluth, Minn. Jas. McLaughlin, by Mrs. Blanche J., 558 Idraine ave., Wana, Minn. Michael P. D. Ross, by John P. Ross, Victoria house, Regent street, Lancaster, Eng.; Chinabrook Lumber by Consul Gen. for Italy, Boston, Quebec; Jas. E. Wilson, by I. V. Stewart, Nantamoo; B. C. Coakley, by J. H. Phillips, by "Kid" Phillips, general agent, Kansas City, Mo.; Chas. Newkirk, by D. L. Weston, Girard, Kansas; W. S. A. Barry, King, by Anna E. King, 250 Richmond street, Toronto, Ont.; Young, by R. H. Hultquist, 100 West Saddlery Co., Calgary.

Send a copy of Gutzman's "The Story of the Klondike," a pictorial history of Klondike, sale at all news stands. Price 10c.

The "Flor de Manoa" at Butler's.

**MILLER BROS.**

Celebrated Creamery Butter

AT

**F. S. DUNHAM'S**

THE FAMILY GROCER

Corner 2nd Ave. and 2nd St.

**STATIONERY**

A FULL LINE

**Cox & Cloes**

Cor. 2nd and 2nd. Telephone

**WE WANT MONEY! - YOU WANT GOODS!**

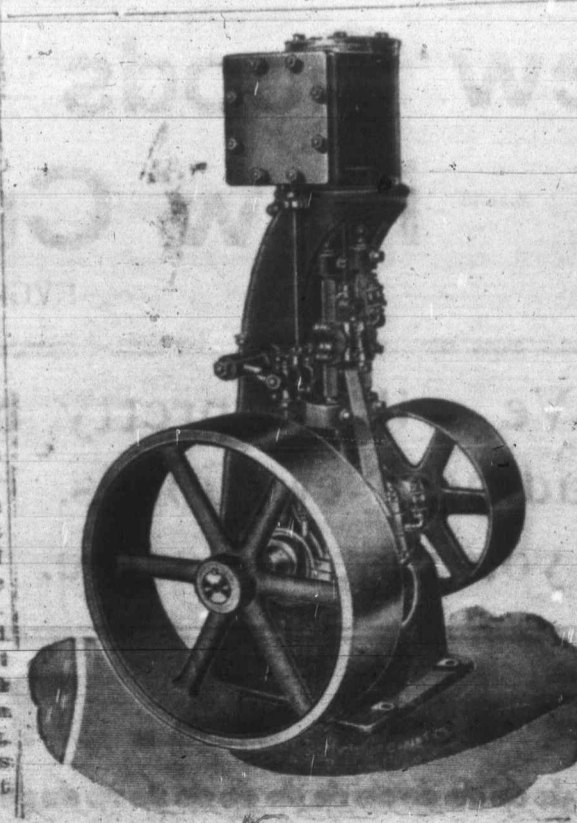
**....A QUIET TIP!....**

**See Us Before Buying Your Winter Outfits.**

**THOS. MAHONEY TRADING CO.**

Corner First Avenue and Fifth Street - Old T. & E. Store

**New Store! - - - New Goods!**



**Hoists, 5 to 12 H.-P., Boilers, 8 to 50 H.-P., Buffalo Duplex Pumps, Moore Steam Pumps, Pipe Fittings, Ranges, Stoves and Heaters, Granite Steam Hose, Silver Dollar Shovels, Pan-American Wheelbarrows**

**Holme, Miller & Co.**  
107 Front Street, Dawson

The Nugget Dawson

Vol. 2 No. 2

**WORST**

Ever Known and the

**MANY BRIDGES**

And Other Dan

Unknow

**RAILROAD IS**

Skagway Is The

Washed Out

Stay

Skagway, Oct

during the past

with strong U

caused the high

in the Skagway

prevailed over the

White Pass road

Railroad and

been wished on

have kept the

with within a 30

The river over

**DAWSON TRANS**

**FRE**

**DAILY STAGE**

**DOUB**

Stage Leave Dawson

Stage 1 every 10 days

the "Three 4

**When o**

50c

**Gold**

C. D.

**ALL MODERN**

**EMPIR**

The Finest

SAH

J. J. MORGAN

**Ammu**

**Whee**

Ram

**SHIN**

**SCHOOL**

**COX**

2nd and

**MI**

G

Ra

**M**