

Sunday. State Senator Range and son of Washington were among those who arrived yesterday and passed on to-day, and Fort Yukon to which they go is not a fort. It is simply a trading post. There is a log store and a log house in which the storekeeper lives, and another little log house in which a missionary lives, and there are four other log houses that make a part of an Indian village. That is all. The region is bare of timber, and the surrounding country is flat and bleak. It is within the Arctic circle, the most northern point on the Yukon. The nearest settlement is Circle City, eighty miles south or up the river, but it is separated from that place by the terrible Yukon Flats, a labyrinth of islands among which even the Indians get lost, and to pass through which, with experienced guides, cost me nine days of toil from dawn till dark.

To carry provisions to Circle City will be very expensive. It will not be done by the dispensing agent, that is, the Government. Those who have no means to buy provisions at the high figures asked will, so far as present arrangements go, be compelled to stay where they are, at Yukon.

It is possible that parties may be scattered along the river where timber may be found, there to build cabins and saw wood for the steamboats in the spring. Here at Dawson the arrival of seventy-five more mounted police in the week, in charge of Inspector Walsh, denotes preparation to meet an anticipated struggle. Here are gathered a little city full of people of individuals without ties. Every man in this community, without even the exception of the police, feels that his safety against starvation during the period extending from to-day until the 15th of June next, depends upon his own vigilance and ability to defend what he has. Every man is his own watchdog at the door of his own cache. This applies, of course, to those who have caches, as every man claims to have. But the vigilance is called forth by the knowledge that very many who insist upon remaining here and "taking chances" have no caches and will depend for their subsistence until June upon what they expect to be able to secure from the more provident.

No man's love for his neighbor extends beyond the subsistence mark for that day. The first great question before alliances of any kind are made is, "What have you got to eat?" There are no invitations to dinner, or if conditions be such as to compel the asking the decent always decline. It is a city full of people who are strangers to each other, coming together from all quarters of the country and bent upon the quick acquisition of fortune, many with no plans, but all centered in self and thrown wholly upon their individual resources, warned on every hand to expect no sympathy if they find themselves unprepared to meet or unequal to the conditions of darkness, cold and hunger that confront them.

The city of Dawson has been growing with a rapidity those weeks past that perhaps has no parallel on the continent. Cabins have sprung up along the surveyed lines of the streets until they extend from the bluffs on the southern side of the Klondike River, where is the Indian village, to where bluffs stop their progress again on the northern side, that of the city proper, and from the water front far up the hillside. The water front is deeply fringed with the tents of late arrivals, and they number more than the number of the cabins.

The great rush now is to get housed against the coming of the lasting cold. The break in the weather these past few days has been a godsend to the great number who are still out in it. Most of the cabins being erected are substantially built of logs and can be made warm. Many, however, are built by inexperienced people and are little better than the rude shacks and holes in the ground in which the Indians live. Their inhabitants will certainly suffer. A very great number of these now in tents will be compelled to live in them through the winter, and their number will be added to daily here so long as the river allows the boats to come down. When it closes those who are stopped where they may be at that time and those who arrive thus late may be in position to toss a copper to see which is in the worst luck.

Things have been happening in rapid sequence since my dispatch of September 28 with the news of the failure of the steamer Hamilton and the steam barge Marguerite to get over the bar with their cargoes at Fort Yukon. Every man who had a cache of provisions set a watch upon it and every man who had not been an anxious and often desperate quest. It was then that the price of flour leaped from \$6.50 to \$100. The two company stores were besieged. The managers of them repeated over and over again the statement that they not only had nothing in the provision line to sell, but that the failure of the boats to get up would prevent their filling many of the orders for which they already had received pay. A feeling of panic spread through the whole district. I arrived Saturday night. On the day following the stores were closed. The local heads of the companies were inaccessible. Then, Sunday night, Captain Hanson of the Alaska Commercial Company arrived, reporting also that the steamers could not come.

The opening of the stores on Monday was attended with lively interest. That morning the great rush for boats with which to go below took place, and the owners of the little steamer Koukuk were called upon to crowd that bit of a worn-out vessel beyond its limit carrying a delegation up the river. The engine of that vessel, by the way, was fitted with a wooden piston-rod, which broke before they were fairly started, and a landing was effected at the Indian village south of town, where a new rod was whittled out and the steamer proceeded on its way the next day. Thirty miles up the river it got stuck in the ice and the passengers have since returned.

A meeting attended by some 500 of the destitute was held near the sawmill in the darkness of Monday night. Sergeant Major Davis of the mounted police reported to the managers of the companies' stores the next day that he had been notified by the leaders of that meeting that it had been resolved to attack the stores, take the provisions and make an equal division of what they found. The message to him had advised him

# CANADIAN ROYALTIES MAY BE CUT DOWN. In the Meantime Some Relief Must Be Found for Starvation.

NEW YORK, Nov. 29.—A special to the Herald from Ottawa says: While nothing is said officially of the Government's intentions in regard to amendments to the obnoxious mining laws, it is an open secret that within a few days William Ogilvie, the Yukon explorer, now preparing his report upon the gold fields, will recommend reductions in the royalties. Clifford Sifton, Canadian Minister of the Interior, has no more any report as to the desperate condition of affairs said to prevail at Dawson City. Mr. Sifton is now in Manitoba, on his way back from Alaska. The Deputy Minister, on being shown a dispatch about the closing of mines in the Klondike on account of excessive royalty, assured me that he had heard nothing officially to confirm the report. It is reported by mounted police officials here that there is every probability of supplies being teamed into the mining district this winter. Against this, however, must be set the fact that the last half-dozen tons of provisions required for Administrator Walsh's party, now on its way to Dawson, were only got over the trail to Lake Bennett after a hard struggle. Indeed, the forwarding of such police supplies as were sent in last fall, and they did not amount to many tons in all, cost the Government \$35,000. At that rate very little can be hoped for by the hungry miners in the way of Government assistance.

to stand aloof during this proceeding, and he and his fourteen men would be provided for, otherwise they would interfere at their own risk. Davis offered his men for the protection of the stores, the managers of which also organized their own forces, equipped them with Winchester rifles and placed them on guard. It is understood that those who took part in the meeting were chiefly of the unprovisioned riffraff, as the miners generally repudiated it. Two attempts at breaking into private caches within town were discovered that same Monday night. The thief in one case was fired upon, but fled and made his escape. In the other he was required to throw up his hands at the point of a rifle and marched to the barracks of the mounted police. A number of robberies were reported from the gulches and the police were kept busy.

This was the situation there Tuesday night, with robbery rampant and men with rifles on guard at the companies' stores awaiting a threatened attack. At 10 o'clock that night the whistle of the sawmill at the end of town sounded loud and shrill. It was followed by a cheer. The gambling games stopped and the saloons emptied themselves of dismal occupants. What it meant was uncertain. Away down the river was a stronger light, and as the crowd watched a cloud of sparks rose above it. There was a cry of "Steamboat." It was one of the long overdue steamboats, all hope of the coming of which had been given up. Probably the fall of manna had something of the same effect upon the children of Israel. The gloom lifted. The people of the town gorged the boat landing, and fringed the bluff above the river, cheering like schoolboys or maniacs at the boat's steady approach. An immense bonfire was lighted near the wharf, and a brass band marched up and down the water front signifying its joy in the uncertain notes of a waltz. A steamboat meant at that moment all the steamboats, for what one might do all might do, and the threats of starvation, the suspension of work at the mines, the literal death sentence of the town was suspended.

Boats were made as to the name of the vessel or the company it belonged to. It was twenty minutes from the time she was sighted until she effected a landing and developed into the Porteus B. Wear, the North American Trading and Transportation Company boat, the boat that two months before stuck on the bar, going down and caused the Portland's passengers to delay which resulted in their not getting here at all. The Wear had now redeemed herself. She had been brought up by Captain Selim Wear, himself one of the directors of the company, who was probably responsible for the vessel getting through. She tried the channels at which the Hamilton had failed, and found them impassable. Wear consulted the Indians at Fort Yukon and they told him that the water was as high as usual at this season, but that the channels had changed, as they often do. "When they do," said the Indians, "the water always forces a way somewhere else, making another channel." Mr. Wear told one of the most experienced Indians to go and find the other channel. Finding it, he might name his own figure for the service. The Indian found the channel and the boat came through.

The enthusiasm with which she was hailed at Dawson, however, lasted only until she was well tied up to the wharf. She was then immediately boarded by a crowd of miners, who made a rapid inspection of her cargo. It was very disappointing. The Wear was expected, if she came, to bring about 500 tons of provisions. She brought about 180. She had got over the bar with 210, but the miners at Circle City held her up with rifles and took from her about thirty tons. So her arrival not only did not materially relieve the situation, but her officers held out little hope of any other steamer getting here. The steamers had unloaded and gone back to St. Michael, save the Bella of the Alaska Commercial Company's fleet, and she was not due at the time the Wear left Yukon. The Wear was unloaded as quickly as possible, the work being carried on all night with the hope that she might be able to make another trip to Yukon and return before the ice came. She left the afternoon of the day following her arrival, and she carried passengers packed into her as thickly as they could be placed. Among them was Joseph Miller, who went with the hope of getting out that way. Two women passengers, also, to winter at Yukon or Circle City, 300 miles nearer to the provision cache.

The Wear brought but few passengers. She refused to bring any from Fort Yukon or below, but a few of the gold-seekers from the Portland strand there came through as deckhands. She picked up a few others who were slowly laboring up the stream in poiling-boats. On the afternoon following the day of the departure of the Wear there was another cry of "Steamboat!" in the street, and within an hour after the Bella, an Alaska Commercial Company boat with Captain Dixon in command, tied up at the wharf. She brought thirty-five passengers and but sixty tons of provisions. Her arrival was even more disappointing therefore than had been that of the Wear. It was very cold the afternoon of her

arrival, and the wheel and lower decks were covered with ice. A number of her passengers had no provisions. It was anything but a cheerful party. They had been compelled to do all the work necessary to bring the vessel here, including the chopping of wood for her furnaces. The Bella's business is not to carry freight or passengers, but to tow barges upon which the freight is transported. She was unable to bring the barges over the bar, and the passengers transferred from the barges to her decks the ninety tons of freight she carried. They were given this as an alternative for remaining at Yukon all winter, as her entire crew of Indians deserted her there. When they had completed their work, an attempt was made to get over the bar, but it failed. Captain Dixon announced that he would unload, placing the provisions in the cache and return to St. Michael. When he had relieved the boat of some of its weight, however, he concluded to make another try, did so, succeeded, and came through with such of his working passengers as were on board. At Circle City the Bella was held up in exactly the fashion that the Wear had been, and about thirty tons of provisions taken. Captain Ray of the United States Army was on board, and when the miners stated their intention to Captain Dixon that officer turned the matter over to him, having first explained that the Bella was carrying provisions to a district north farther removed from the supply center, where the needs were greater because the population was greater. Captain Ray asked the miners what they desired or intended to do. They replied that they intended to treat the Bella as they had treated the Wear. They said they depended for provisions wholly upon the transportation companies; there were 180 men at work in the gulches tributary to Circle City who knew nothing of the scarcity of provisions and who would shortly come to town for their winter's supply. Not finding it, they would be compelled to give up their claims. They said further that it did not seem right to them that an American vessel should pass through an American city when the Bella was carrying it into a foreign country, especially as Circle City people stood ready to pay for what they got. Captain Ray told them he was unable at any rate to prevent them carrying out their purpose, and so long as they were moderate and took only what they actually needed he would not attempt to interfere. The men thereupon went to work and continued at work until they had taken thirty tons of provisions. They afterward returned a quantity of flour, which was discovered to be not the flour they had taken away but some damaged sacks that had been stored there previously.

The Bella and her barges had been the star of hope to a great many in Dawson, so certain were they that, despite every report, they would get here. The Bella had come without her barges, bringing a trifle of flour and bacon, and almost passengers enough to consume that trifle. This was the last straw. That same afternoon the following notice was posted conspicuously about the town: Notice is hereby given that all persons who are not sufficiently provided with goods for the coming winter will be taken out free of charge on the steamer Bella, which will leave tomorrow at noon. They should report at the Alaska Commercial Company's store tomorrow morning at 8 o'clock and sign an agreement as to their transportation. They are advised to take sufficient with them to last them to Circle City, as no means can be served on the steamer. Sufficient supplies can be obtained at Circle City to last to Fort Yukon. The Canadian authorities have arranged with the Alaska Commercial Company to furnish free transportation. G. CONSTANTINE, Inspector N. W. M. Police. Several of those who had come up on the Bella, who had paid their fare as first-class passengers, who had in their eagerness to come on offered to and did work as deckhands to secure the transportation, returned on her when she left that next day, doomed to remain at desolate Fort Yukon all this winter. The departure of the Bella was perhaps a more pathetic incident than was that of the barges full of wretched people that have left since. She is a miserable boat, not designed for passengers. She was crowded, however, from hurricane deck to boiler-room. Forlorn people with, despite the warning in the notice, no provisions whatever, and with only a couple of blankets as against the weather, fled down her gangplank. The ice almost blocked the river and sheathed her lower deck. The crowd on shore speculated as to whether she would be able to get away from her moorings. They knew that she had been frozen to the shore and the bottom of the river during the brief stop at Fort Yukon on the way up, and that she had not gotten away after several hours of contriving. Her paddle wheel was broken by the ice, and altogether boat and passengers divided the sympathies of the crowd. When she cast off the crowd on shore tried to give them a cheer, but failed. The nose of the boat turned into the icy current and the wheel stopped. Something had gone wrong. Perhaps the wheel was frozen or the ice interfered, but the steamer floated down the river apparently helpless for two miles and almost got out of view around the turn before the wheel got into action and the boat was under control. Nothing since has been heard of the party. The weather has been cold and clear, the thermometer ranging to 14 deg. below since September 27 until within the last few days. Ice began flowing on the 27th and continued to increase, coming out of

the small streams, until October 9, when the river began to close and the agitation to go down the river, which had been interrupted since it became so dangerous, was renewed. A mass-meeting was held in the opera-house on Saturday night, at which Captain Hanson clearly stated the full gravity of the situation here. He said that an army officer detailed to represent the Government of the United States in just such emergencies stood ready at Fort Yukon to act. He said the situation had passed beyond where any one or two commercial companies could offer to handle it. It was one for the Government itself to rise to. If the men here had not provisions to remain for, he said, there were not provisions to be had. He offered to provide a barge or barges for any number of men who might wish to take advantage of them without charge. They would be given enough here to save them until they reached Forty-mile or Fort Cudahy. There they would be provisioned for the trip to Circle City and at Circle City would receive enough to carry them to Fort Yukon. A meeting was held the following afternoon (Sunday) in front of the company store in which the same arguments were gone over to a large crowd. The barge was not ready, and at 4 o'clock that Sunday afternoon twenty forlorn men got into the Bella. They had a little tin stove, and some of them had blankets. The barge was simply an open affair as unprovided with shelter as a skiff. Several had no provisions. One man announced to the crowd, which stood out in the ice to see them off, that he had two flapjacks and a pound of beans and \$4 as his outfit. It was an instance of the misconception of many people of what they had to meet when they joined the stampede into this inhospitable land.

The barge cast off, Captain Hanson and other barge party goodspeed, said they were brave men and really earning the congratulations of the community, which was indeed true, and with an Indian, provided by the Commercial Company at the pilot-car, the disconsolate party drifted away with the stream, still in the direction of the north pole, and the same day fully as many as they numbered took their places here, arrivals from up the river. During the run of ice the signs of distress on the river have been constant. On October 6 (Monday) a boat from up the river was crushed while attempting to make a landing here, and six men were carried with it under the ice and lost, no vestige of them or their boat or their effects being recovered. It was growing dark at the time. James Courtney, a butcher, expecting a raft of meat, had with some others gone out on the ice to watch for it. He saw the raft coming, asking him to take a line which he was preparing to throw. The men seemed in the humor at having reached the end of their long and trying journey. Courtney called to them to be careful, as their boat was approaching the edge of the shore ice, with an immense lot of floating ice pressing upon it. The men answered, "All right; take the line."

As one of them lifted his arm to swing the line, the boat struck the edge of the shore ice and was instantly forced under it by the ice behind. The six men without a cry, so quickly was it done, were carried with it, the ice closed over, crushed them, threw some pieces of wood on the sheet of smooth ice at the feet of the appalled men standing over and passed on. Courtney was intending to send some men up the river to look after his overdue raft of meat and to bring it down in case it had not started for lack of assistance. The shock he suffered at the sight of the loss of the men changed his purpose. He built fires on the shore and kept them burning all night to aid the other men in case they came to make a landing. The next day he sent a man up the river to advise those in charge, in case the raft was tied up, not to untie it or bring it down until he was sure they could effect a landing.

A raft that got in the daylight saw wreckage of many boats up the river. From fragments of the boats that are seen floating down the river, they say that at least a dozen parties have gone by within the two weeks of the run of ice in boats and on rafts, unable to make the landing. The ice extends for a third the width of the river, and the current just at this place is extremely swift. Yesterday, with the river clear, two barges came down with no occupants. They were recovered by men in skiffs, and one of them was found to contain a quantity of provisions.

These things but lightly indicate the distress, suffering and loss of life that is besetting the men who are still struggling to join the homeless and unprovisioned crowd in this city. With regard to the number of people in the country, that is, along the Yukon, a comparison of estimates made by the heads of two transportation companies would put the figure at about 7000. Of these over 5000 are thought to be here and dependent upon the city. It is estimated that about 1000 people will winter at Fort Yukon and Circle City and about 800 at Rampart City and Manook Creek, the new diggings of the lower river.

There is reported to be a thousand tons of provisions at Fort Yukon, with a quantity also at Fort Hamlin, a new cache near the Manook diggings, so that the people on the river below here are in no danger even of stint, although if all the provisions there stored together with all the people brought were here there would still, I am sure, be a scarcity. Of the 835 people who started for Dawson from San Francisco and sound points in the country, that is, along the Portland, Excelsior, Cleveland, Bell and National, South City, Humboldt, and Mary W., only forty-six have reached here. Seven got to Circle City, two of them being passengers of the Portland, four of the Excelsior and one of the Cleveland. Of the number who reached Dawson four were of the Portland, thirty-five of the Excelsior, ten of the Cleveland, one of the South Coast, one of the Humboldt. Five of the seven men from the cutter Bear got here. The story of the struggle and disappointment of the passengers of these ocean steamers to get up the river is even more painful in the first regard, and sweeping in the latter is the story of those who came over the passes and over the river. The courageous and energetic men who started by the June route even after the sailing date of the Excelsior at

San Francisco, July 25, reached here before the passengers on that steamer had left St. Michaels. After the Portland, with her 163 passengers, and the Excelsior with her 113, came the Cleveland with 176, the Bertha with 13, the National City with 60, the South Coast with 45 and the Humboldt with 265. Some of these returned to the starting points without leaving the vessels, but the great majority started up the river by one means or another and most of them got as far as Fort Yukon, where they met what was deemed the impassable barrier. I have no means of knowing what became of them, except through the reports of the few of their fellow-passengers who came up on the Bella. I have almost a complete register of the passengers from the Excelsior and something of those on the Portland. A number of the Excelsior passengers came up to Fort Yukon on the Alice. She failed to pass the bar and returned to St. Michael. A few went back with her, while others camped at Fort Yukon, determined to pass the winter there rather than turn, and hoping that some later boat might be successful. As a number of the passengers of the Hamilton were also camped there, quite a village was created, and many staked out lots with the idea that they might become valuable should they be concentrated there with the foodless people from the upper country. Among these countless people were four women, Mrs. Bessie Thomas of San Francisco being one of them and Mrs. Johns of Salt Lake City another. The other two were from Seattle.

When the Wear attempted the bar at Yukon, her captain refused positively to take on any passengers. He did, however, allow a few of the campers to work their way up, and very eagerly they accepted the opportunity. Newberry, the newspaper artist, reached here in that way. When the Wear was held up at Circle City, and the miners were overhauling the cargo, one of the Seattle women was discovered stowed away. She was put ashore at Circle City, but when the boat left that city, she was again discovered to be on board, and was brought through. Mrs. Thomas and Mrs. Johns subsequently reached here on the Bella. Passengers on the Excelsior from San Francisco, besides those named who have reached Dawson, are: A. A. Martin, R. S. Heath, F. Jaccard, L. Jaccard, V. A. Jaccard, W. M. Rank, Lew B. Clark, H. Heitselman, J. V. Keeley, Robert Peterson, H. J. Crittenden, J. C. Lee, A. Bistorius, J. E. Doherty, J. L. Schroeder, G. Garston, O. F. Anderson, L. Hange, H. J. Carlston, T. H. Peterson, George Knutsen, W. R. Parker, A. E. Hoffmeister, E. H. Hoffmeister, J. D. McGilvray, G. Gray, J. E. Mitchell, A. C. Tracy, F. A. Raney, F. O'Donnell, J. Clark and Mrs. E. Kimball.

Of the others the following stopped at Manook or Rampart City: C. H. Jones and wife, L. M. Purcell, H. Sidebottom, Stanley J. Fay, Ernest Caxton, W. A. Ryan, D. Waterman, G. McMillen, M. P. Cole Jr., A. C. Butcher, A. M. Pope, W. J. Foley, George Thibsy, B. S. Goodhue, W. B. Moore, W. G. Moore, W. B. Edwards, D. F. Baxter, A. J. Beecher, W. T. Bell, George E. Coleman, W. H. Moore, D. J. Tobin, E. R. Allison, T. H. Moran, Captain J. Morgan, Norman Brough. The following stopped at Circle City: W. A. Ray, I. F. Baker, J. B. Clark and H. J. Griffin.

The following are reported to be at Fort Yukon: A. T. Hatch; Mrs. W. B. Bompuus, wife of the Bishop of Selkirk, stationed at Forty-mile; Mrs. A. F. Moulton and Miss B. Allen. N. C. Farnum and James Adams are somewhere on the river with the little steamer May West, built by the Richardson Company at St. Michael. A number of the passengers of the Excelsior bought provisions there and shipped them with the West, which was then about to start up the river. Farnum remained to come up with the boat, and Adams, who is the man most interested of all of them, came on the Alice to Fort Yukon. As the West was due, he returned down the river to look after her. Charles E. Rist is at Navikakak, as also is C. J. Brunley, F. R. Grosscup and H. Marshall.

The following returned to San Francisco: M. F. Brown, C. O. Johnson, S. Peters, E. Peters, C. H. Gaie, H. Ricker, P. C. Campbell, William Cleve, H. Jacobs, N. C. Gienn, Miss K. Pilkington. Among those who shipped provisions on the May West was George F. Bemis of Sanger. He got to Dawson on the Bella, but was compelled to return to Fort Yukon, biding the arrival of the West and his provisions. Of the passengers on the Humboldt those who have arrived here are: A. J. Bowne and Alfred Trezidig, mining experts; H. Ulrich, H. J. Murphine and L. Fulda. Captain C. H. Ray of the United States army came up on the Bella and stopped at Circle City. While at Fort Yukon he conducted the raising of the American flag with some little ceremony. Sam Wells was the only one of the passengers on the Southwest who arrived. He came as cook on the Bella. Frank Schow of the National City also got in by the Bella.

Mrs. Taylor was the only passenger on the Portland who came through by boat. The Wear and the Bella both picked up a number who were toiling up the river in poiling-boats. One of the most distressing features attending the failure of the boats to get their passengers through is that of the wives of men already here. After traveling nearly 500 miles to join their husbands and getting to within a few hundred miles of their destination some of them, in despair, turned back over the long and, at this season, perilous journey by sea. Others are camping along the river, hoping that some chance may enable them to get up by boat or are waiting for their husbands to come to them over the ice. A daughter of Captain Healy of the N. A. T. Company was a passenger on the Portland and reached Fort Yukon on the river boat Hamilton. This is true also of Mrs. J. D. Barnes and her little daughter. Mrs. Barnes went from here to San Francisco a year ago for medical treatment, and her health recovered, she sailed to the Portland to rejoin her husband, one of the successful mine owners of the Klondike. She reached Fort Yukon also on the Hamilton and returned down the river with that boat until they met the ice coming up. She transferred to that boat, intending to make another effort with it to get to Dawson. Captain Dixon, however, ad-

vised her to leave no opportunity to get back to the Sound or to San Francisco, as the risk of failure to get through was too great. They met the Alice going down and Mrs. Barnes transferred again and went out. The Bella got through, and one of the first men to board her was J. D. Barnes. He has since adjusted his business affairs, bought a team of dogs, and is preparing to go over the trail to his wife the moment the ice on the river will bear him.

Looking from this picture of confusion and distress to the other—that of the gold field and its richness—there is little that is new to be said. Confidence in the richness of the field and its wide extent is unbounded. The scarcity of provisions has put a full stop to prospecting for the time being, but it is accepted by all that that alone has prevented other discoveries being made. The concentration of food supplies at Fort Yukon and Fort Hamlin will have the effect of sending the miners back to Birch Creek and other diggings above Circle City and will greatly facilitate the boom at Maook.

The Circle City diggings have been practically abandoned for a year, although they were, previously to the Klondike discovery, the richest in the Territory. They will, no doubt, recover themselves this winter and Circle, the silent city, will be itself again.

Here in Dawson the latest word to concur with in Deadwood Creek. The stampede to Deadwood took place on the night of September 22, just three days before I arrived here. Those who took part in it breathe fast when they recall and try to describe it. Deadwood Creek is but three miles down the river from Dawson, and empties into the Yukon from the other side. About sixty men secured the tip or took part in the race because they saw others making the mysterious run. Landed at the mouth of the creek, the struggle to reach and stake close to the discovery was desperate, and the weak were thrown bodily from the trail and into the gulch by the stronger who overtook them. Others, at the same time, ran through the woods away from the trail or attempted short cuts over the hills. Measurements were made and stakes driven in a panic of excitement. Claim-owners declare to-day that the run was well worth while. They say that 25 cents per pan is found in gravel near the grassroots. None of them show any disposition to sell, but declare an intention to work the ground and wait for bedrock.

The strike among the miners on Bonanza and El Dorado is to-night reported to be spreading, and work has practically been suspended over both creeks. Men going up the trail are met by miners posted along it and warned not to work for less than \$150 per hour. One man who had gone to work at \$10 was visited by a committee who told him he would continue to do so at his peril. He came out. This is something of the condition here at the beginning of winter and toward the end of the great stampede of 1897. The whole story of that stampede is one of loss, disaster and disappointment. It has cost very much more than the sum of all that has been taken out of the mines. The clearing of the river has given opportunity to a few courageous and experienced men to at least attempt to get out by going up to the Felly River in small boats and there taking the Dalton trail. Jack Dalton, for whom the trail was named, leaves to-day with a small party.

MAIL SERVICE FOR KLONDIKE. The Postmaster-General Offers an Explanation for the Delay.

WASHINGTON, Nov. 29.—The Call correspondent saw the Postmaster-General today concerning the report in The Call by Sam Wall that no mail had been received at Dawson City since last June. The Postmaster-General said the explanation was easy. "The new Alaskan mail service," he said, "did not commence until October 1. On that date we commenced a service between Skagway and Dawson City and Circle City, by which there would be a round trip each month. The carriers, with dog sleds and Indian drivers, were to be accompanied by the Canadian mounted police. The Canadian Government was to superintend the service, although the expense was to be shared by the United States. Since the letter of Correspondent Wall was written we have learned that one round trip was made in October and another in November. As far as the five tons of mail at Victoria is concerned we know nothing, for that is a Canadian postoffice, over which we have no control."

STEAM SLEDS FOR THE ARCTIC REGION. Mr. Roberts Thinks He Will Get Provisions Into Dawson City. TACOMA, WASH., Nov. 29.—A supply of food will reach Dawson not later than January. For three years inventor George Roberts of this city has been working on a steam sledge capable of hauling heavy loads during the winter months in the Yukon country. His plans were nearly perfect when the Klondike excitement broke out last July. He formed a company of Tacoma, Victoria and Montreal men, who have advanced \$15,000 to carry out his plans. Six men have been at work since July with the result that one steam mountain sled and ten steam ice sleds are now nearing completion. Next week the mountain sled and three ice sleds will be forwarded to Dyea. One ice sled will be located permanently on Dyea River, and a mountain sled will be put in operation over Chilcoot Pass.

Late in December Roberts expects to leave Lake Lindenman with two ice sleds and thirty tons of provisions for the first trip to Dawson. He has contracted to deliver one sled load, fifteen tons of fresh meat, at Dawson in January. On Roberts' return nine sleds will be operated between Lake Lindenman and Dawson as one train, each ice sled pulling three trollers. This train will carry 300 tons. It is intended to make the round trip in fifteen days. The ice sled will be 20 feet long and 7 feet wide with runners made of three-inch hollow tubing. They will be equipped with a steam engine, propelled and connected like marine engines, having ball bearings and oscillating joints. A stern wheel four feet in diameter will be fitted with sharp projecting pikes to penetrate the smooth ice. Roberts says his machines can make from twenty-five to thirty-five miles per hour. The fuel used will be wood, to be cut by a steam saw carried along. One sled will carry a rotary snow plow. Roberts' mountain sled will carry three tons to the summit of Chilcoot Pass each trip. It will have a boiler and engine of nine horsepower, the boiler on a pivot. With steam capstans and clutch pulleys, the sled will pull itself over Chilcoot by means of a steel cable securely anchored at the top.

Sued for Breach of Contract. The Johnson-Locke Mercantile Company commenced suit yesterday against the J. K. Armsby Company to recover \$1440 damages for alleged breach of contract in the matter of delivering goods.

NEW TO-DAY. WE MAKE MEN. Healthy, strong and vigorous by our new and wonderful cure. Suffer from chronic disease of the heart, brain and nerves that have baffled physicians for years, and which, in fact, are incurable by the use of either drugs or electricity, the combined influence of electricity and medicine, the two great agents which form our magical and infallible.

NEW ELECTRO-CURE NEW MEDICAL CURE FOR ALL DISEASES. IT COSTS YOU NOTHING. To consult us personally or by mail. Write, if you cannot call. Address: STATE ELECTRO-MEDICAL INSTITUTE. Cor. Market, Powell and Eddy Sts., Entrance, No. 3 Eddy St., SAN FRANCISCO, CAL.

## TREMENDOUS BARGAINS.

These prices are likely to be withdrawn at any time without notice.

FOR 25 CENTS	10 lbs. Cudahy "Diamond C" Soap.
	10 lbs. best Flake Tapioca.
	20 lbs. Boston Baking Beans (white).
	5 lbs. Choice New Steamers Raisins.
	5 lbs. good, clean Family Rice.
	1 lb. Fine Sweet Uncolored Tea.
	6-9 lbs. Best Fine Laundry Starch.
	25 lbs. best Sweet Potatoes.
	36 lb. Candles.
	12 cans N. K. Potatoes "Goldens".
	7 cans Favorite-Lye, none better.

We can reduce the cost of living for any family fully 20 cents on the dollar.

FOR 50 CENTS	4 lbs. Lion Roast Coffee.
	1 lb. good Green Goff & 2-oz. can Cooking Syrup.
	6 lbs. best Zante Currants.
	12 lbs. New Crop Golden Pines.
	17 lbs. New Crop Delicious Peas.
	1 lb. good Nutmegs.

These are samples of our prices. Hundreds more equally low.

FOR \$1.00	1 lb. Family White Fish, Mackerel or Salmon.
	18 lbs. Western Refinery Best Granulated Sugar.
	7 lbs. Arbuckle's Roast Coffee (Aristocrat).
	5 lbs. Ca. Corn Meal (Cheese, sharp).
	4 dozen Baking Eggs, selected grade.
	1 box (115 lbs.) Oregon B. B. Potatoes.
	12 cans Imported Sardines (Le Brand).
	12 cans Early New Crop Sweet Sugar Corn.
	50 lbs. Family Flour—California's Favorite brand.

Immense Cash purchases enable us to do this.

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