

KEPT BUSY

The board of town trustees met on Sunday afternoon at Rose's cigar store and decided that a ball in aid of the fire department would be a good thing, but no date was fixed, the matter being referred to a committee consisting of Suter, Baylis and Morgan.

Complaints were lodged with the board stating that a building was being erected in the alley between Richmond and Willow streets, by Kennedy & Mutchler. After some discussion they decided that this was a matter which directly concerned the whole town, and the trustees did not feel that it was within their province to take cognizance of the blocking of streets or alleys by buildings. It was suggested, however, that the matter be taken up in a general meeting to be held at Suter's store on Sunday evening next, at which anyone is invited to express his views, and determine what action, if any, should be taken.

R. W. Graham was appointed temporary fire-chief, and he was instructed to confer with Messrs. Brunell, Stevens, Huddleson and Holly, former firemen, and see if they would accept positions as fire captains at salaries of \$40 a month, their duties to include the weekly inspection of stovepipes and flues, to take charge of chemicals and fire apparatus in case of fire, and see that they are ready for use; also to act as chief in the absence of that official.

Trustee Morgan reported that the following places were equipped with water barrels and buckets: J. W. Kempf, Chesley, Ryan & Kehoe, Barrett & Lewin, Landahl's, Murray & Grant, Roy Stevens, Morgan & Litsey, Merchants Cafe, Crowley & Porter, Pioneer saloon, Sideboard saloon, Johnstone's cigar store, Isaacs Bros. & Co., J. Boas, Ideal restaurant, City drug store, Moose cafe, Northern saloon, Mrs. Lang, Rome Bros., M. Sickinger, Johnston Mattress Co., Elsie Morris, Anderson Bros., J. H. Smith, Regina hotel, Waechter & Gardner, J. F. Laird, the Sherburne. The latter place was a fire extinguisher, etc., and was reported as the best equipped place in town in regard to fire protection.

Secretary-Treasurer Suter reported \$153 cash on hand.

For oils, paints, mouldings, art burraps, rugs and window shades, go to Anderson Bros. & Nerland.

Best alarm clocks, tested and regulated, at Simpson's.

people. Money must be had for the maintenance of the department, no matter how economically administered, it is desired to make it as efficient as possible under prevailing circumstances and conditions.

It is the intention of the ball committee, which is made up of Messrs. Suter, Kemp and Baylis, to arrange an excellent program for the event.

BUILDING NOTES OF THE TOWN

Joseph H. Smith, the hardware man, has recently completed one of the handsomest and most substantial homes in Iditarod. It is located on Third avenue, and is equipped with modern conveniences, including a bath room, and the furnishings are in keeping with the interior and exterior appearance.

D. A. McDonald has under way a fine two-story lodging house on First avenue, below Richmond. The building is a decided addition to the block.

Captain J. J. Donovan has completed the interior fixing and furnishing of his new office and residence on Second avenue, and it is both comfortable and cosy.

MARSHAL LOVE SLATED TO RESIGN

It is stated on excellent authority that United States Marshal Love will resign his position, his resignation to take effect next April. Marshal Love, it is stated, will engage in the real estate and land business in southern Oregon, where he now has property interests.

It is also stated that Chief Deputy Marshal Sidney D. Charles is an active candidate for the office, and Fairbanks has also a contingent of private citizens who would not decline the job if it was offered them.

CUTTING WINTER TRAIL IDITAROD TO DIKEMAN

A. E. Light, of the Alaska Road commission, left on Tuesday for Dikeman, accompanied by W. Canavan, and W. Brooks, where the work of cutting the winter trail to Iditarod will be begun. The work will occupy a month or more.

Surveyor L. S. Robe has been making a survey of the route which the trail will follow, for several weeks past.

Anderson Bros. & Nerland are the only first class sign painters in Iditarod.

exercise the greatest care in starting a camp fire and to see that it is extinguished before breaking camp. The exercise of a little care will save time.

NOTHING LEFT AT DIKEMAN NEW

Dikeman, at the "head of navigation" is nearly deserted, due to the near approach of the close of navigation, and most of the burg's residents are setting their faces toward Iditarod. This is the statement made by Andy Swingen, late first officer of steamer Delta, who reached Iditarod on Monday in company with John Duncan of the N. C. Co., William Barrett, of Barrett & Lewin, William Murray, and A. L. Radiger. The party left Dikeman on Oct. 1, coming up as far as Richmond on Adolph Miller's launch, and from thence they mushed overland to this place.

All the steamers had left Dikeman, the Reliance for Fairbanks, the Delta for Whitehorse. The Samson had pulled out for down river to meet the Dusty Diamond, which was due from Fairbanks, and bring up to Dikeman the Dusty's cargo. The Martha (Low, Minneapolis, and Teddy H. were also due from Fairbanks.

The merchandise at the lower town has all been forwarded here, except a quantity of hay and feed which will be kept there for the use of freighters this winter. The steamers due were expected to bring miscellaneous cargoes.

Steamer Pup has been hauled on the bank and placed in winter quarters, Mr. Swingen says the water in the river is fully two feet higher than at this time last year.

Death of John Olds

John Olds, for 30 years a resident of Juneau, and one of the best known hotel keepers on the Pacific coast, died recently at Olympia, Wash., from an aneurism. Olds was a native of Cambridge, England. He leaves a wife and five children.

CHEMICAL WORKS WELL

The chemical engine purchased by the town from C. T. Suter was given a try-out on Sunday morning on First avenue. A bonfire was built in the street, and as soon as it was blazing freely the chemical was brought into play and a stream turned on it. The fire was extinguished in a jiffy.

The Suter completed in great public.

Mrs. Aery, Ottenness, W up-to-date

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J. J. Iv Co. on F residence where he

The To is the nar at Flat Bozucan the House

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Flat Ci fever. A given the pool room couples w until 4:30 most plee

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IDITAROD AUGUST 10/05/10

chist bedding \$1.40. m where- s of grub snow fell, show me the gold, the creek

W. H. Holmes, deputy, is now comfortably settled. His office is in a log building, where he has a few extra berths for anyone who may desire to become his guest.

N. N. Jaffe, the merchant, has as fine a stock of goods as can be found in this section, and he is doing a good business.

E. W. Griffin & Co. have completed a large iron warehouse at the rear of their Flat creek store.

A good many men are still stamped- ing across the divide, but nearly as many are returning.

A stamper who recently returned from the Kuskokwim says that the shortest route is by way of Discovery, Otter creek.

LAUNCHES CAUGHT IN THE FREEZE-UP

Quite a number of river steamers and launches were frozen in the river between here and Dikeman during the freeze-up of last week. Some of them were loaded with freight, towing barges, among them the Emerald and Gertrude. Most of the others were pulled up on the bank of the river.

BUILDING NOTES OF THE TOWN

The approach of winter has accelerated rather than diminished building operations and in the past week or two, dozens of cottages, cabins and other buildings have been erected or are in course of construction, and the noise of the saw and the hammer is heard on all sides.

W. B. Thomas is building a 14 x 22 cottage on First avenue, which will be occupied by Mr. and Mrs. A. X. Grant.

Albert Wile has just completed a substantial building for his business on Second avenue.

E. J. Sliter and Henry Roden have completed and are now occupying their cottage, near the corner of First avenue and Black street.

J. A. Slippern, the sash and door manufacturer, has constructed a factory adjoining the Slippern Mill Co's mill, and has installed a complete wood-working plant.

Morgan & Hammer of the Riverside hotel have completed a rear addition to their popular hostelry.

The interior work on Crowley & Co's new grocery store is com-

kan, got in from Dikeman Friday morning last. The Alaskan left the lower port on Oct. 3. No steamers had arrived, as was expected they could, and he does not think that they will be able to reach Dikeman again this season. On the up trip the river was found frozen completely over in a couple of places, and the ice had to be broken in order to get the launch through.

CUTTING THE WINTER TRAIL

Failing to reach Dikeman because of the freeze-up of the river, Supt. A. E. Light, of the Alaska road commission, returned to Iditarod on Friday, leaving his party camped near Bruhn's road-house, at the mouth of Moose creek. It had been Mr. Light's intention to begin the work of cutting the winter trail from Dikeman to this city at the former place. Mr. Light left overland on Saturday for the camp, taking with him a few more men. There are two or three river crossings to be made, and this work Mr. Light wants to complete before the ground freezes too hard. Two-thirds of the work will be on the lower one-half of the trail. L. S. Robe, the engineer in charge of the survey, found a fairly good route, for the greater part quite level and sufficiently near timber, most of the route to afford protection from the winds and storms and drifting snow.

The first crossing of the river is between Iditarod and Bruhn's; the other two are between Bruhn's and Dikeman. Mr. Light thinks that the work of trail cutting will be completed in about three weeks.

RICHEST YET SAYS "FERGIE"

A. B. Ferguson, who admits that he is responsible for the town of Iditarod, of which he is modestly proud, and he never fails to stop on yonder hill and admire the town, as he mops his fevered brow, on his long mush from the creeks, was in town this week, after a trip to the Kuskokwim. He was not inclined to be very communicative about the Kuskokwim, for publication, but sundry and divers times he ejaculated fervently, "it's the richest thing I ever saw in my life; better than Eldorado, in the Klondike."

Mr. Ferguson, who left the Kuskokwim on Oct. 5, says there is not pound of grub for sale in that section.

There is no grub at Georgetown, the flat statement of William Gerrie who left the latter place on October 2 reaching here on Thursday evening last. Mr. Gerrie says that a gasoline schooner belonging to the Kuskokwim Trading Co. was expected to make connection with the steamer Quickstep and bring supplies up to Georgetown. Gerrie also states that there is a plentiful supply of provisions at Takotna 280 miles above Georgetown, but no orders had been received to bring it down to the new town. It belongs to the N. C. Co. and the Kuskokwim Trading Co.

There are about 200 people at Georgetown, building cabins and waiting for grub, the only supply they being what the stampedeers took with them. Tommy Bullen and William Stevens came down from Takotna with three tons of supplies, which were quickly sold. They will come to Iditarod, unless provisions arrive in the meantime.

Commissioner Heavey and Deputy Marshal Siebe are on the job, putting up buildings and attending to the affairs of the district.

Mr. Gerrie reports traveling bad, on account of prevailing fogs.

Writing from Georgetown, undated of Oct. 1, to Duke E. Stubbs, of this city, James Wyllie, The Optimist says that the Kuskokwim at that point is a fine river, the weather is fine, and there are lots of grouse, and although grub is scarce every one is making out all right so far. Wyllie adds:

"The steamer Quickstep, with about 475 tons of freight, is expected any minute. Should she fail to arrive there will be quite a stampede back to Iditarod. People here are towns crazy, staking and building on town sites on opposite sides of the river.

"There is but little word of the creeks. Everything is staked with miles of Julian creek, and while the does not seem much to justify a stampede, the country looks favorable for prospecting and might show up well with development.

"The commissioner and record here is a man named Heavey. He expects an assistant on the Quickstep. In the meantime Andy Jakeman is helping him. This is the recording district for Smeaton and Larson's strike.

Save the pieces. Broken lenses placed at Simpson's.

YANKEE CREEK MAN BUYS IDITAROD CLAIM
Ernest De Champlain who is int

IPITATOO AUGUST

1912/10

STRIKE

ne for the a strike last summer made here onments on t satisfact- iness men lies of all Greenberg. down 400 om ground In conse- such old t, Johnny ed for the

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President Taft Judge of Immigrants

President Taft recently
at Ellis island with the
ommissioner. He dealt
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passing immigrants who
ted.

FROM OPHIR CREEK

...that H. P. Shepard is in
ir, having arrived a few
official business. Mr.
hat Ophir is quiet and
eople are well and con-
preparations are in the
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riffs, Fred Scheid and
who are taking Outside
of gold for the Miners
bank, 30 miles this side
The trails were good
ere making good time.

Notes of Alaska

...Ophir creek, in the Beaver
assays \$18.25 to the

...immins, of Fairbanks,
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...head of the Orr Stage
married in Seattle, re-
iss Ada Austin, of Hart-

...camp of the Arctic Broth-
h convened recently in
3. C., will hold no more
side of Alaska.

...Northway, steamboat

...their number went to Hoffman's store,
60 miles below Georgetown, for sup-
plies, and told Hoffman of their strike.
Hoffman advi... them to keep the
news quiet until he had time to go and
take some ground himself, which he
did.

Dr. Donaldson met two of the Finns,
whom he knew, and they told him they
had found good prospects.

The Kolmakofsky and Iditarod rivers
head up in the same region, the former

...Kuskokwim below Georgetown, but on
the opposite side of the river, are 15
or 20 men who seem to think that they
have found some...ng, but whether
they have or have not is known only to
themselves, according to Dr. Donald-
son.

Dr. Donaldson also says that there
are excellent coal indications at a num-
ber of places in the Koskokwim coun-
try, which when developed may make
mines.

Iditarod-Seward Overland Trail

IDITAROD CITY	0	0
FLAT CITY	7	7
OTTER CITY	3	10
DIS. MOORE CREEK	35	45
MOUTH FOURTH OF JULY CREEK	35	80
TAKOTNA CITY	15	95
MOUTH OF TAKOTNA	20	115
ROHN RIVER	70	185
RAINY PASS	14	199
SUSITNA STATION	105	304
LITTLE SUSITNA	18	322
KNIK	17	339
GIRDWOOD	75	414
KERN CREEK STATION	3	417
SEWARD	72	489

Iditarod-St. Michael-Nome Overland Winter Trail

Iditarod	0
Richmond	8
Bruhn's	14
Murray's	15
Dikeman	30
Cut-Off-House	50
Frenchman's	80
Diskaket	100
Lake Shore	140
Kaltag	175
22-Mile House	197
10-Mile House	215

DR. E. T. BRA
DENT

MERCHANTS CAFE
Phone 30

McGOWAN, CLARK
ATTORNEYS

Iditarod, Alaska
The Pioneer Attorney

J. C. MOO
Attorney
IDITAROD, A

ALFRED E. M
(U. S. Commi
Attorney
Notary Pu
Practice only in D

J. S. HAR
Attorney
Notary Pu
Room 1, Iditar

CHAS. E. T.
Attorney
Notary Public, Co
Abstracts of
IDITAROD.

THE RO
T. L. McGRAT

A square meal is alw
by a hungry man. V
we furnish the best
fords. Our aim is to p

WILLOW

Crystal
BATH F

11/30/10 IDITAROD SUGGET

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Northway, steamboat ader, of Fairbanks, has i in bankruptcy, with lia- 86, and assets amounting

observed as a holiday at irbanks, in honor of the the Chena stamp mill.

Fairbanks, people went ead of navigation.

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L. Walby

enter

ed Builder

KERN CREEK STATION 3
SEWARD 72

417
489

Iditarod-St. Michael-Nome Overland Winter Trail

Iditarod	0
Richmond	3
Bruhn's	14
Murray's	15
Dikeman	30
Cut-Off-House	50
Frenchman's	80
Diskaket	100
Lake Shore	140
Kaltag	175
22-Mile House	197
10-Mile House	215
Old Woman's Mountain	225
Whaleback	237
Siraskey	245
Golsovia	273
Kiuktalik	288
St. Michael	305
Unalakleet	265
Egawick	278
Shaktolik	300
Bonanza	318
Isaac's Point	343
Portage	388
Chinik	402
Bluff	429
Solomon River	456
Safety	462
Cape Nome House	469
Nome	484

Iditarod-Fairbanks Overland Route

Iditarod	0	Mouse Point	263
Richmond	3	Carlins	277
Bruhn's	14	Portage Roadhouse	285
Murray's	15	Birches	295
Dikeman	30	Portage	308
Cut-Off House	50	Gold Mountain	319
		Old Station	324

Attorney
Notary Public, Co
Abstracts of
IDITAROD.

THE RO
T. L. McGRAT
A square meal is alw
by a hungry man. W
we furnish the best
fords. Our aim is to pl
WILLOW S

Crystal S
BATH H
The only Bath H
using Crystal Sp
Willow Street Mrs.
Photo supplies, pict
stationery, blank boo
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GRAND
FLAT
Everything
Nel's Glantz and Mrs

H. La F
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IDITAROD SUBJECT
11/30/10

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L. Walby

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and Builder**

BRING A SPECIALTY

on Guaranteed. Let us give you an estimate

Office: Northern Horseshoe Shop, Willow Street.

Shaktolik	300
Bonanza	318
Isaac's Point	343
Portage	388
Chinik	402
Bluff	429
Solomon River	456
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Diskaket	100	Old Station	324
Village	109	Fort Gibbon	339
Tent and Roadhouse	121	Long Lake	353
Glazier Tent	203	Fish Lake	365
No. 3 R. H., Lewis Trail	153	Sullivan City	376
No. 2 R. H., Lewis Trail	170	Hot Springs	393
No. 1 R. H., Lewis Trail	187	Lavine's	399
Lewis'	206	Tolovana	413
Melosi	221	Minto	433
Jessie's	242	Goldstream	453
Kokrines	257	Ohio	470
		Fairbanks	499

stationery, blank book library, at Landahl's

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FLAT**

Everything
Nels Glantz and Mrs.

H. La F
Architect and
Estimates
Reinforced Concrete
Blue Print

IDITAROD,
**P U
W A**

Drink Pure Crystal
and avoid ty
DELIVERED AT YOUR
Wm. Eisenminger



Virginia and West Virginia, Democratic legislatures were elected, and Democratic senators will be returned to congress from these states.

The following states have elected Republican legislatures and will send Republican senators to congress: California, Connecticut, Delaware, Iowa, Massachusetts, Minnesota, Michigan, Nevada, North Dakota, two from Pennsylvania, Rhode Island, Utah, Vermont, Washington, Wisconsin, Wyoming and Montana.

ist, and there are now four vacancies. This gives the Democrats a net gain of 51, as follows: Connecticut, one; Illinois, four; Indiana and Iowa, one; Maine, two; Maryland, two; Michigan, two; Missouri, three; Kentucky, one; New Jersey, four; New York, eleven; North Carolina, three; Ohio, seven; Oklahoma, one; Pennsylvania, five; Rhode Island, one; West Virginia, four. The Republican gain is one, being in the state of Nevada.

Staking Alaska Trails a Difficult Job in Winter

W. L. Goodwin, superintendent of the Alaska Road Commission for the Seward peninsula district, who is "marking" old trails and making new ones all the way from Nome to Iditarod, and thence to Seward, was at Diskaket on Dec. 11, with his party. He should reach here by Saturday next. The publisher of The Nugget is in receipt of a letter from Mr. Goodwin, who is a personal friend of many years, from which the following interesting excerpts are taken:

"We will be along your way in the course of events, but I find there are any number of things to be done along the route, and the most satisfactory way to get them done is to do them in person, and all these repairs take time, especially during these cold and short days.

"The mail route from Nome to Unalaklik is called 235 miles, and I had figured it down to 222 miles, and now we have measured it with a cyclometer, and it is just 206.8 miles. We have created some little curiosity as well as skepticism all along the route, as two of our sleds were followed by such an odd-looking contrivance as a bicycle wheel running right in the sled-runner track, and reeling off the miles, tenths, and even hundredths, to a nicety. For a hundred miles we had two cyclometers, one as a check on the other, and in this short distance, in the Alaskan

interpretation, they read within 200 feet, one with the other, over all manner and conditions of trail, or lack of it; but on Thanksgiving day we had the misfortune to lose one of the cyclometers, by it jarring off the wheel, so we have had to proceed with but one wheel of mystery.

"As we go along, all physical features of the trail are duly recorded, and now we are neither guessing, 'estimating' nor 'lowing' that the distance from ——— to ——— is about so many miles. By telegraphic order, another cyclometer should catch us at Iditarod. I have now gotten so I can estimate distances from hearsay knowledge by a formula of my own which I deduce to be about 83 per cent to 87 per cent of the 'they call it' distance. Here we are over 347 72-100 miles from Nome. 'They call it' 384 miles, and in this case it is just 90 6-10 per cent of what it used to be.

"It would no doubt bring forth the wrath of your people if I did not stake and mark the trail from Diskaket to Iditarod, but while I have no time allotment, funds or instructions with which to do so, still I am going to take a chance on the criticism from my superiors, as I get it from teamsters and dog-mushers here, who have just come over the trail, that it is across very treacherous and unmarked country; and I consider it would be unwise for

me to 'pass it up' and leave your camp and people, who must use the trail out to the telegraph and civilization, in such a dangerous condition, as winter has just begun. If it is marked it might save a life now and then, to say nothing of allaying much anxiety, time and suffering on the trail. So it will be 'marked.'

"I hear that quite a number of men are awaiting my arrival, and want jobs and a chance to go to the Outside. I am truly sorry to say that I can use only four to six more men than I have got. In the party I have five dog teams of seven dogs each, and one of five dogs. The personnel of the party is: Ross J. Kinney, Bob Somers, Frank Goodwin, "Cyclone" Hansen, Dave Jekel, W. A. Kinna and F. Sullivan. I will need, however, from four to six first-class axe-men, whom I will get at Iditarod. If it were possible to travel faster, or if the work were through heavier timber, I should use more men, but as I cannot do so to advantage there will, no doubt, be some disappointment.

"We have had 35 to 50 degrees below zero for four days, and indeed it is none too comfortable nor safe on the trail when it is below 40. I have been hoping that any 50-degrees-below weather would fall on us in your town, as I could and would like to visit there for two or three days."

When at Flat City
Visit

THE POSTAL
BANK CHEAT

IDITAROD-SEWARD TRAIL

As stated in the last issue of The Nugget, W. L. Goodwin, of the Alaska Road Commission, reached Iditarod on Wednesday evening, remaining until Monday, when he and his party, which was increased here by a number of men, again took up the journey for Seward, over the route of the proposed government trail. The first leg of the trip will be from here to Takotna, on the Kuskokwim, and from there the trail will run through timber the entire way to Rainy Pass, which divides the watershed between the Kuskokwim and Susitna valleys. Seventy miles of this distance will be almost an air line, and the only divergences which will be made will be those of necessity, such as avoiding the climbing of a hill, etc.

The trail for this distance will be cut wide enough to permit a horse or dog team to travel over it, with as little difficulty as possible. It is expected that deep snow will be encountered, and the party will have to snowshoe the entire distance. Takotna will be used as a base of supplies between that place and the summit, or Rainy pass. Mr. Goodwin expects that the trail from the pass to Susitna will have been completed before he reaches there, this part of the work being in charge of Anton Eide, who came over the proposed route from Seward to Iditarod last summer. The distance from Rainy pass to Susitna is 118 miles.

Mr. Goodwin expects to reach Sew-

ard about Feb. 10, and from there he will go to Valdez and report to Major Richardson, chairman of the Alaska Road Commission. He will spend the winter in Seattle and Vancouver, B. C. where Mrs. Goodwin and children are located.

As will have been noted by an article published in the last issue of The Nugget, Mr. Goodwin's trip from Nome to Iditarod has been a rather strenuous one. New trails have been cut, shortening distances, and others have been restaked. A feature has been the reduction of distances between points by actual measurement. The total distance from Nome to Iditarod is 445 miles. The distance from Iditarod to Seward is 480 miles, Iditarod being nearly midway between Nome and Seward, although it is about 80 miles off the main trail to the latter place.

One of the best pieces of the good work done by the party is the staking of the trail between Diskaket and Dikeman. This route has been thoroughly marked, tripods having been erected along the route at a distance of 200 feet apart. As the trail is now marked, it will be practically impossible for the musher to lose it, even in a severe storm, and it goes without saying that it is a welcome boon to the winter traveler.

Mr. Goodwin has carefully noted every physical feature of the country which he has traversed, and the data collected will furnish a lot of valuable

information through a hitherto little known country.

Mr. Goodwin took only two men with him from Iditarod, these being W. H. Brooks and William Canavan, having heard that Hosmer, a roadhouse keeper at Tokotna, had cut a trail from there to Fairwell mountain, 70 miles. This information he obtained from B. B. Smith, who returned from Takotna on Friday. Mr. Smith also reported the trail as being in fine condition all the way to Takotna with plenty of supplies at that place.

Smith also reported that Dave Clough and Billy Lodge, who left Ophir on Dec. 5, for Seward, with a team of horses, had gone out over the trail cut by Hosmer, according to a story told by a man who claimed to have met them on the way out. This man also claims to have met Bob Griffis and party, who took out a bunch of gold bullion for the Miners and Merchants bank. The man, whose name is not known, said they were met this side of Susitna Station and they were going like h—-l.

"Big John" has a roadhouse at the mouth of Rohn river, 22 miles from the summit, and there are said to be other roadhouses, but the latter statement lacks verification.

Mr. Goodwin and party will get away Thursday morning, and the Nugget has made arrangements with him for a number of letters detailing the condition of the trail, and other information, all the way to Seward.

BIG FREIGHTING OUTFIT ON WAY

"Buck-Skin Bill" with 24 double-ender sleds and two bob-sleds, drawn by eight horses is on his way here over the Lewis trail, with merchandise of various kinds for local merchants, including a quantity of fresh beef and mutton, which was brought down to Lewis Landing on the Yukon last fall by the steamer Minneapolis. This is the statement made by Thos. King, of Fairbanks, who came in over the Lewis trail a few days ago.

King says that the freighting outfit have their first camp 12 miles out on the trail and are relaying it. In the party are three men besides "Buck-Skin Bill" and his wife.

ROADHOUSES ON LEWIS TRAIL

On the Lewis trail the first roadhouse is out 18 miles from Lewis Landing, and is kept by Mrs. Parsons. The next roadhouse is 28 miles out, and it is a long ten miles between the two, says Tommy King, who mushed over it a few days ago. This place is run by J. Carroll. The third roadhouse is 25 miles from Carroll's, and is called the 50-Mile house, and 25 miles from there there is a tent, belonging to Dave Lewis, in which the musher will find a stove and an ax. It is 25 miles from there to Diskaket.

You will miss the time of your life if you fail to make table reservations for the big New Year dinner at the

OWEN MORAN IS AFTER WOLGAST

Chicago, Dec. 4.—Owen Moran the pugilist, who a week ago so decidedly whipped Battling Nelson, stated today that he is willing to meet Ad Wolgast, the champion lightweight, on any old terms. All he wants, he says, is to get Wolgast in the ring, and he will make no objection to weight or any reasonable division of the purse.

Announcement

On New Year's eve there will be a dance at Pete Mickel's place, at Discovery, Otter. Everybody cordially invited to attend.

Special Sale

All Ladies' \$5.00 & \$6.00 Belt

ROD NUGGET

er Heads Arose an Inland Empire.

WEDNESDAY, FEBRUARY 1, 1911.

PRICE 25 CENTS

May Construct Railway To the Adjoining Creeks

The building of a road of some serviceable kind, from Iditarod to Flat City, is now being discussed, as yet in a desultory way, but interest in the project may be expected to increase as spring draws nearer.

An automobile tramway has been talked of, but as yet no definite action has been taken by the promoters, and the project remains in abeyance for the time at least.

There is no doubt that an appropriation for a government road to the creeks will be at the disposal of the Alaska Road Commission next season. Major Richardson, chairman of the commission, so stated during his visit here last summer, but how much money will be available, and, consequently, what kind of a road will be built, and how long it will take to build it, is problematical at this time. And if the road is to serve a useful purpose next summer, it should be pushed to completion with the utmost speed possible.

Another suggestion that has been made is that the citizens of Iditarod and Flat get in and build a good wagon road themselves. This, a well-known freighter says, can be done for \$8,000.

There is, however, still another proposition, which, though it has been kept somewhat under cover, it is now said, may materialize with the opening of navigation this year. This is the building of a narrow-gauge railway. It is known that a survey of a line between Iditarod and the creeks was made last fall, prior to the close of navigation, and a map of the survey and other data were taken Outside, by one of the interested parties, to the financial backers of the enterprise, who are Tacoma men, and it is now stated that the railway is likely to be built and that it will be in operation within a short time after the opening of navigation, as, if it is decided to construct the line, material and equipment will arrive on the first fleet of river steamers.

A Fierce Storm All Last Night

A fierce wind storm from the southeast, set in, forced at times to feel his way on his hands and

Citizens of Georgetown Building Roads and Trails

Georgetown, Feb. 1.—The weather at this writing is something fierce, and it is no use trying to mush.

Georgetown is now raised to the dignity assumed by some of her neighbors. Notice of the appointment of a postmaster has been received, and as soon as we get a supply of one and two-cent stamps we will find a place on the map.

Frank Joaquin, president and general manager of the Kuskokwim Commercial Company, leaves here on March 5 for San Francisco, to return on their first boat at the opening of navigation. He will be accompanied by several others, the party going over the new trail, by way of Rainy Pass and Susitna Station, to Seward. Mrs. Joaquin will not accompany him.

Reports of big strikes are arriving daily, all the same Fairbanks style.

January 30, pursuant to the call of President Taylor, of the town board of trustees, the citizens met at the Pioneer Hotel and perfected plans for a new trail from Georgetown to Discovery, Donlan creek. A surveying party, consisting of Judge M. E. Heavey, E. Wilkerson and Duke E. Stubbs, have charge of the location work. Five miles of the trail up Mastodon creek is now complete and broken. The new trail will be made for a summer wagon road as well, and will be between 20 and 25 miles long. Stream crossings will be bridged.

Some of the evils of association staking, as pointed out in The Nugget last summer, are now coming home to roost. As the finds are more clearly locating the paystreak, those who joined in the associations, which proved so big a feature here, have wished strongly to divide up their ground, so as to be able to prospect it. In most of the cases not even a majority can be got to agree to draw for their claims. In several cases that came to my notice, seven had met and drawn, leaving the remainder for the eighth man. When they got word to him he refused to accept what fell to him, and the result is not only bad feeling, but suits and unnecessary expenses are threatened, and what may be good ground cannot

gain by staking in a few town fakirs, who always beat him out in the end if the ground turns out good?

Mr. and Mrs. H. E. St. George left in January for Fairbanks, where they recently suffered a property loss by fire. They expect to return on the opening of navigation, when Mr. St. George will engage in the banking business.

Stampedes are now of daily occurrence, and are so numerous that it is impossible to get them all in print.

Whitefish are beginning to run in the Kuskokwim river, and natives are busy with their fish traps.

Many prospectors are now up river, busily engaged in the logging industry.

A party of four prospectors from Eagle creek, a tributary of the right limit of Crooked river, were on their way here, when one of the party started to punish a dog. The dog got the prospector down in the snow and tore his face in a horrible manner. The man was brought here for treatment.

A complete map of Crooked river, showing all tributaries, and scaled to distances, has been made by Duke E. Stubbs, U. S. deputy surveyor. The paystreak is shown on the left limit, and indicates that pay is found on the upper rim or bench some distance back from Crooked. The length of creeks, size of claims, by whom staked, or operator, is given.

Found Coarse Gold On New York Creek

A. Perleta, a prospector of New York creek, a Kuskokwim tributary some 60 or 70 miles below Georgetown, is reported snowbound at a Bonanza creek roadhouse, on his way to the Kuskokwim with a load of supplies which he purchased here.

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Perleta, with his partners, is reported to have found good prospects on New York creek, where he has been prospecting ever since last fall, and while here recently is said to have exhibited a number of coarse pieces of gold, worth from 20 to 60 cents each, and which, he claimed, he found while prospecting on New York creek.

PRICE OF COFFEE HIGHEST IN YEARS

San Francisco, Dec. 30.—Coffee is now selling at the highest price in sixteen years. In five months prices have advanced five cents on the New York coffee exchange. This, local importers say, is an advance of more than 50 per

OFFICIAL COUNT OF DELEGATE ELECTION

Following is the official count of the votes polled at the election for delegate to congress, last August:

	Wicker-sham.	Orr.	O'Con-nor.
First division...	1,011	474	30
Second division	706	471	299

TELEGRAPHIC SYSTEMS TO BE EXTENDED

St. Louis, Dec. 30.—Through a joint arrangement between the Western Union and American Telegraph Companies, telephone and telegraph systems are to be extended to all parts of the United States.

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ROD NUGGET

or Heads Arose an Inland Empire.

TELEPHONE NO, 5

WEDNESDAY, MARCH 1, 1911.

PRICE 25 CENTS

S The Trail to Seward As Cut By Goodwin

em. In Camp, Farewell Mountain, Jan. 29.—We
l al- have just finished the long cutting of the trail to
and Farewell mountain, and tomorrow we will "hike"
nks. for Susitna. But for the work this side of the
not summit, our job is complete. However, we are
Mrs. yet 134 miles from Susitna, and will just be able
sted to pull through on frugal fare.

hen The only persons we have seen in 26 days were
stay "Billy-the-Horse" Elliott and Anderson, who have
quit been following us and picking out roadhouse sites;
ends and they are now installing them, one at Salmon
ns," river, 17 1-2 miles this side of Berry's, and one at
ate- Radiator creek, 37 miles this side of Berry's.

we were We are now camped at Mile 49, and it is Mile
de- 55 at the Kuskokwim river, at Farewell mountain.

and But to begin back at Takotna: We cut a trail
oibe quite direct to the mouth of Crooked creek, crossed
the river, and cut two miles across one of the big
bends, and went direct into Berry's. From
Berry's we followed the Kuskokwim river six
miles, and the Nicholi trail two miles more, where
we swung off direct toward Farewell mountain, cut-
ting a perfectly straight line for six and one-half
miles to where we entered an open stretch, which
we followed for three miles, to where Salmon
river flows into the main big river. But from
Salmon river the pretty work begins. I lined up
a tangent for Farewell mountain, and it is as
straight as an arrow for 37 miles; and, except
for several short stretches around some hill or to
cross a creek, the trail is all the time on this

"straight and narrow path." In the language of
a native who chanced into camp a few days ago,
it is "All same bullet."

Thus the great unknown is conquered, and
there is now no question of the location of the
trail, and not a foot of it is lost work or to be re-
located. It is now such that horse teams could
come over it, except for depth of snow, and after
the Road Commission has widened it, next fall, it
will be probably the best and largest, perfectly-
straight trail in all Alaska.

For many miles of it there is not a blemish,
and while the tangent carried us through much
heavy timber, or into the open, as the case may
be, it is so straight that one can look through the
woods for miles, and until it is monotonous.

We have been favored with good weather and
luck, but day before yesterday occurred as bad a
blizzard and storm as I have ever seen, and the
boys had a hard time getting back to camp, even
over our own trail. The barometer dropped to
26.6 inches, which is equivalent to a 3,300-foot
altitude, and we are only about 800 feet above
sea level, and it would read about 29.2 if the
weather was normal.

Snowshoeing had been very bad, until the big
wind beat the snow down, and one would sink
from 14 to 20 inches at every step, but now one
can just sail over the crust.

We have all the "do,e" as to what to antici-
pate in the line of roadhouses ahead.

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... laws, passed for them by their servants, who seem not to have had the sense to know that they were being persistently betrayed, are not satisfied with President Taft's administration, it is alleged. They don't like Roosevelt, and his goings up and down through the earth, are, to them, as

as was done in 1893, greatly to our discomfort. Our prices have been out of line and, as the details of the reports show, we have been buying a great quantity of things that come under the head of luxuries. We probably could have got along quite comfortably without buying so many

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NG BUSINESS

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nd Manager RUDEBECK, Cashier

Table of Distances, Nome En Route to Seward

Following are the distances between Nome and the points named, as certified by W. L. Goodwin, of the Alaska Road commission:

Nome to—	Miles.
Safety	20.82
Solomon	32.45
Topkok	47.20
Bluff	52.90
Chinik	77.75
Walla Walla	96
Moses Point	114.32
Isaac's Point	130.36
Bonanza	155.11
Foothill Roadhouse	180.60
Egowik	193.60
Unalaklik	206.80
Old Woman Mountain	240.62
Kaltag	280.65
Capt. Dalquist's	286.85
Slough Roadhouse	297.20
Lake Shore Roadhouse	311.30
All Right Roadhouse	326.24
Daniel's Cabin	335.30
Diskaket	347.72
Frenchman's Roadhouse	368.55
Lovell's Tent	390.10
Cut-Off Roadhouse	396.31
Dikeman	414.65
Murray's Roadhouse	429.05
Bruhn's Roadhouse	429.93
Iditarod	445.75
Summit Roadhouse	450.71
Flat City	453.15
Otter City	455.60
Bonanza Roadhouse	465.25
Ruby Creek Roadhouse, Julian Cut-Off	468.85
Foot of Summit, Tent Roadhouse	481.35

Moore Creek Inn	490.50
Mrs. Perry's Roadhouse	492.13
Stanford's Roadhouse	508.28
Murray & Leggin's Roadhouse	514.05
Whalen's Roadhouse, mouth of Big creek	526.00
Takotna Roadhouse, K. C. Co. Post	540.00
N. C. Co. Post	554.58
Grayling creek cabin	567.43
Mouth Crooked creek	573.23
Berry's roadhouse, mouth of Big river	576.73
Mouth of Salmon river	594.23
Sullivan creek	605.83
Radiator creek	614.63
Farewell mountain roadhouse	622.60

(Note—It is 114.28 miles longer via Iditarod than direct via Ophir, and it is 94.25 miles from Iditarod to Takotna.)

McCurdy Ready to Fly.

Key West, Jan. 29.—It is expected that early this evening, if the weather moderates, Aviator McCurdy will attempt to fly from here to Havana. McCurdy intended to essay the flight at the beginning of the week, but constant winds have prevailed and he has been deterred.

Havana, Feb. 1.—McCurdy intends to fly back to Key West from here, and thereby to establish a new long-distance flying record.

Anderson Bros. & Nerland do fine sign painting.

Best watch repairing at Simpson's.

C. J. HURLEY, Pres

Ameri

Corner

Capital

General Banking

GOLD

And we guarantee
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CITY DRUG STORE

Everything a First-Class Drug
Store Should Carry

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FEET

11/30/30

11/30/30

Vest has re-
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d, last year,
mer master of the steamer Iroquois which went
to the bottom a week ago, with twenty passen-
gers and most of the crew, has been found guilty
of manslaughter by a coroner's jury. It is alleged
that Sears left the sinking vessel in a small dingy
when he was most needed at the helm.

On April 17, at Douglas, Ariz., 2,000 p
climbed to the housetops to witness a battle a
the line, between Mexican troops and insurre

n Laundry

it, up-to-date throughout.
work prompt attention.
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29
et **Ben Howland**

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SPRING BUNKS

at Creek

urant First Ave.
FLAT CITY

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RY DURAND, PROP,

OD HOTEL

A, MGR.

t Excellent Service

DISCOVERY, OTTER
NEWS NOTES

A number of new buildings have re-
cently been completed at Discovery,
and a number more are planned.

Misses Murray and Grant will open a
cigar and confectionery store, with
ladies' sundries and notions.

Mrs. Albright's roadhouse has been
remodeled and enlarged, and is one of
the most comfortable hostleries in the
district.

Mrs. Fraser will open a lodging house
on completion of building repairs now
under way.

After sawing about 80,000 feet of
lumber, the Slippem mill has been
moved to Flat.

Doings at Cullenville.

Axel Erickson opened a pool room at
Cullenville on Thursday last.

Miss Lehuriex will open a cigar, soft
drinks and candy store.

Miss Lovegren will open a coffee
house within a short time at Cullenville.

J. Henderson has been suffering from
the gripe.

J. F. Shropshire, of Cullenville, has
been spending the last few days at
Flat.

Bridge Over Otter Creek.

A bridge, with two spans of 40 feet,
and built by public subscription, has
been thrown across Otter creek at the
junction of the Government road and
that stream. The citizens of Flat saw
that a bridge was necessary, and lost
no time in gathering in the money to
build it. Those on the committee were:
Measrs. Hussey, Snyder, Carter, and
Connolly.

The Snyder House, one of the pop-
ular hotels of Flat, is being renovated
and refurnished, and will no doubt
enjoy the same popularity in the future
that it has in the past.

H. La France

News Notes of
Alaska

One hundred and ten scholars are in
attendance at the Douglas Island
school.

The students of the Nome High
School recently produced "She Stoops
to Conquer."

The social club, organized by the Y.
M. C. A. at the post near Haines, has
a membership of over 200.

Juneau baseball fans are already
talking of coming activities in the
southeastern part of the Territory.

Sewardites recently gave a dance in
honor of their fire chief, who fills the
position without remuneration. A good
sum was realized.

Douglas has an idea she will be the
first town in Alaska to receive one of
the new postal savings banks.

Otto Helsing, a young Scandinavian
employed at the Treadwell mine, fell
down a shaft recently and was dashed
to pieces.

The Alaska-Juneau Company will
spend \$600,000 on their Berners Bay
property near Juneau. Operations will
begin just as soon as the weather per-
mits.

The steamship companies plying the
Alaska coast have decided to establish
a fund to cover their losses by ship-
wreck. They refuse to pay the 20 per
cent demanded by the insurance com-
panies.

The stamp mill at the Cliff mine,
near Valdez, after being closed down
for a time and completely overhauled,
has started up again on the rich ore of
the famous coast mine.

The residents of Seward are endeav-
oring to raise enough money to build a
horse trail out from that town as far
as Mile 84. It is estimated the work
will cost in the neighborhood of \$700.

A correspondent in the Ketchikan
Miner suggests that the town council
of that place be granted the exclusive
right to sell liquors, that the profits
may be applied to the purchase of a
municipal water plant.

Can't Dodge This Sentence.
New York, April 11.—Gustave Kis-

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EDITED BY NUGGET

ROD NUGGET

Heads Arose an Inland Empire.

TELEPHONE NO, 5

WEDNESDAY, MAY 17 1911.

PRICE 25 CENTS

SUIT FOR INTEREST IN A FLAT CREEK CLAIM

An equity action was filed in the District Court on Monday by Geo. W. Mitchell against Fred Chapman, involving an interest in the Idaho association claim at the head of Flat creek. The complaint alleges that Chapman purchased the undivided half interest of L. R. Dogget in the claim for himself, G. W. Mitchell and R. L. Mitchell, under an agreement that they were to share equally, and that when demand was made on him for a deed he refused to give it. The relief prayed for is that he be required to give G. W. Mitchell a deed to his sixth interest, and that he be enjoined from disposing of said sixth to any one else. E. Coke Hill is plaintiff's attorney.

Prospects Found Near City Limits

Out near the lake, on the tundra, not so far from where Otter street terminates among the moss and niggerheads, Adolf Miller has a boiler in place, and is preparing to sink to bedrock. It is claimed that Miller has already found good prospects there--coarse gold and black sand being in evidence. And now it is figured that an old channel or ancient beach line may be found out in the tundra, in the vicinity of the foothills, that may rival the beach lines of Nome and the old channels of the North.

It was stated this morning that Miller made his discovery on May 11, but it was kept quiet. In the meantime there has been considerable staking, mostly at night, and not a few claims have been located. However this may be, none has as yet been filed in the Recorder's office.

Strong Plea for Road Extension

The men who last year prospected the mountain-top ground at the head of Happy creek and in that vicinity, and the creeks beyond the divide, want the present Government wagon road extended, from its present terminus on the Marietta claim, to the head of the divide. Not only would the extension benefit the operators there, but would be a godsend to the miners on Chicken, Prince and Cleary creeks beyond the mountains. The distance of such extension would not be more than a mile and a half or two miles at most, and would be easy of construction. The operators on the hills ask that the money collected for road taxes on the creeks in that section be devoted to building this piece of road, thus benefiting a large number of miners.

W. Sam Clark, of Donnelly, Dettering & Clark, the pioneer hilltop miners of that region, tersely states the case this way:

"We being the pioneer outfit in working mountain-top ground last Summer at the head of Happy creek, suffered for want of a road to our ground. We could not ask for it last year, because we were the only ones working and would be the sole beneficiaries of such a road. But this season Prince creek, Chicken creek, and possibly Cleary, also, and all the mountain-top ground, which was prospected last year, and gave promise for the future; and all the newly-developed pay at the head of Happy creek, including our own, will be vastly benefited if the tax money collected on these creeks is applied either from the cash so collected, or by labor in lieu of such tax, on the road from Manley & Aitkins' the present terminus of the

Near City Limits

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But in the meantime Miller has his boiler out there and will soon be punching holes to bedrock.

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"That is to say, we want all our taxes applied on an extension of the present road, to our mining ground on the mountain top. Let the road commissioner choose and plan all things satisfactory to the Government; but we must have a road, even though we build it ourselves.

"By building one and a half miles more road our freight rates from Flat City to our ground could be cut from 6 1-2 cents, the price paid last year, to something reasonable. One and a half miles, or two at most, will do the trick. This Summer enough people will be immediately and directly benefited, in my opinion, to build by their taxes all that is necessary to make a very fair and passable road to the very top of the divide, thus helping us all.

"From the nature of the ground, from the Forks up, there are three places only which will absolutely need building--perhaps one-eighth of a mile each. The balance will need but little work.

"We paid from \$50 to \$60 per trip for a wagon load of 1,000 pounds from Flat City, last Summer. We cannot stand that price; neither can the Chicken creek people."

Canadian Police Fire on Strikers

Prince Rupert, P. C., April 18.—Ever since the workers employed by the city and contractors on city work, organized under the Industrial Workers of the World, have been on strike the employers have been endeavoring to enlist the support of the government officials to suppress the strike.

Yesterday a mob of business men, and special police, employed by the contractors, opened fire on the strikers at a meeting of the latter, seriously wounding several of them, and a riot followed with disastrous consequences to the special police, before the regular police arrived on the scene.

About a hundred specially deputized police, who had been sworn in to assist the city police, armed with rifles, joined in the melee, with the result that fifty of the strikers were arrested.

As soon as quiet was restored the police raided the I. W. W. hall and arrested every man found there, and seized the books and papers in the reading room. They also took several hundred dollars worth of provisions, which were on hand for the strikers' use.

Killed by Molten Metal.

Four Policemen Dead in the Snow

Work on the New Trail From Seward

Valdez, April 19. -- Work on the new government trail from Seward to Iditarod, for which an appropriation of \$50 000 was made by Congress, will be begun about June 10, according to present plans. The work will be under the direction of Lieut. Edgerton, a young army engineer, who succeeds Capt. Pope, on the Road Commission. It is expected that the trail will be completed this season through the most difficult portions of the route, and that a mail service to Iditarod, the Kuskokwim and Seward peninsula, will be inaugurated by the Postoffice Department, commencing Nov. 1, next. It is believed that by this route mail can be delivered at Iditarod, from Seattle, in 25 days or less, under favorable weather conditions, while a big saving of time can also be effected to Nome and Kuskokwim points.

It is stated that the Postoffice Department has arranged for a weekly mail service between Holy Cross and Dikeman and Iditarod, a new contract having been let to the Northern Navigation Co., during the open season of navigation.

X-Ray For Chinamen.

Boston, April 18. -- By the testimony of x-ray photographs, twice denied permission to enter the United States as an adult Chinese. Chang Hong hopes to prove that he is only 17, therefore, a minor, and hence, admissible, which will be the first time in American history this method has been used to determine the age of prospective immigrants. Doctors Bonney and Granger, with Harvard experts, made x-ray photos of the Chinaman's bones, which they declared showed his age to within a month.

Seattle Boy Shanghaied.

New York, 17. -- A tale of being shanghaied aboard a German four-masted schooner and carried to Chile, was told by Charles B. Sowles, 18 years old, when he arrived here on the steamer...

INTERIOR MAIL MAY COME BY THE WAY OF CHITINA

Cordova, April 2. -- Lieutenant Orchard, of the Alaska Road Commission, said today that Major Richardson is working hard to get a Summer mail service and trail from Chitina to the interior, this season. With the building of a bridge across the lower Tonsina, which is now practically completed, old mushers and freighters claim there will be no trouble to make a splendid summer trail from Chitina to Fairbanks, with the necessary work along the bad portions; and as there is money appropriated for it, there is every reason to believe that the Summer as well as the Winter mail may go to the interior through Chitina.

20,000 FURNITURE WORKERS STRIKE IN GRAND RAPIDS

Grand Rapids, Mich., April 20. -- Over 20,000 furniture workers are now on a strike in this city, for higher wages and fewer working hours. The furniture factories are at a standstill today, and the activity in the manufacturing district has disappeared.

The furniture workers decided to strike yesterday, and this morning none reported for work. A committee which was appointed by the union last night, called upon the Employers Association this morning and stated the union's grievances. The Employers Association now has the matter under consideration, and it is generally believed that they will accede to the strikers' demands, although no such intimation has been given out by the employers.

The striking workers represent the working forces of over fifty furniture factories in this city and vicinity.

Faulkner Confirmed at Last.

Washington, April 17. -- Somewhat belated but at last the Senate today confirmed the appointment of H. L. Faulkner as United States Marshal of the First Judicial Division. The confirmation of the appointment was at first opposed by Dele...

Road Overseer Light Talks About Road and Trail Work

In an interview with The Nugget on Tuesday, A. E. Light, the efficient Government road overseer for this district, outlined the scope of the work contemplated this season, together with an exposition of the road tax, and its application to road building. As will be noted the benefits to be derived depend upon the public as well as Mr. Light. He said:

"Unfortunately we have no funds on hand to begin work at the present time, when it is so badly needed. Quite a number of men have expressed a desire to work out their road tax before the active mining season opens. A number of these men are now working on the road leading from the mouth of Cottonwood creek to the new bridge across Otter creek, near Flat. Another party will work in the vicinity of Discovery, Otter and Boulder, in a few days.

"The road-grader and a number of men will be working from Flat City to the head of Flat in a few days, or as soon as the ice and snow are gone. W. Sam Clark, Wiseman & Co., and others on Chicken, Happy and Willow creeks will apply their road tax labor, money and contributions to building a road from upper Flat creek, and up over the divide to these hustling creeks. And such tax labor as can be secured in Iditarod will be applied along the Government road leading from here to Flat.

"I have just returned from the creeks, and have made the preliminary arrangements for this work. It is my ambition to do as much road work as possible with the labor and means at my command, and would rather have every man work out his tax than to pay it, and offer this opportunity to men now idle. As to the question, 'Why does the law require the performance of two days' labor, or the payment of \$8 in money?'

"The road tax in practically every State and Territory of the Union is based on two days' labor, or its equivalent in money, and varies in the different States as wages are high or low. It is a labor tax, and not a tax for revenue. It is considered each man's public duty to the community in which he lives. In Texas the law is two days' labor or \$2 cash; in Kansas, Nebraska and South Dakota, two days' labor or \$3 cash; Colorado Wv-

that wages were higher and required the same two days' labor or \$8 in money.

"This law was enacted before the Road Commission was created, and the Commission is in no wise responsible for it. The money expended by the Alaska Road Commission is appropriated by Congress direct, and is an auxiliary fund.

"I ask the co-operation of the miners and business men, and every man in the camp, to the end that every man be required to fulfill his obligation to the community, and thus secure the best possible roads for the benefit of all."

STEAMER RELIANCE FIRST RIVER STEAMER IN PORT

Steamer Reliance, of the Northern Navigation Company, in command of Capt. George A. Green, reached town on Monday evening, about 9:30, the first of the fleet of river steamers to make this port. The Reliance wintered on a bar in the lower Iditarod river, about 80 miles from the mouth, where she landed late last Fall. She was put in good shape for the Summer traffic, and is spick and span in new paint and other improvements.

The Reliance brought up the barge Ermine, a little lumber, and a quantity of beer and other liquors from Dikeman, for the Northern Commercial Company.

MORE OPTIONS SAID TO HAVE BEEN TAKEN ON FLAT

Ronan, Monkman & Thorns, on the Bonanza association, and Friend & James, and Mahoney & Rich, on the Wildcat, are reported to have given options on their leases to Thos. P. Aitken and associates. According to the report the options mature on July 15, when if they are taken up, the sellers, in addition to the purchase price, are allowed \$10 per day for each man employed during the life of the options, and \$16 a cord for such cordwood as may remain on the claims.

An accounting of the gold extracted in the meantime, is to be made to Aitken, who is to receive it.

...the fleet can not now be exactly determined, but among the number are the White Seal, Evelyn and Tana, which wintered at Laberge; the Canadian boat—LaFrance and Pauline were also in Winter quarters at Laberge.

At Fairbanks were the Tanana, Delta and Schwatka, and the former will probably be in the first fleet to arrive here, while the Schwatka, will, it is expected, go up to Dawson with the mail. The latter boats belong to the Northern Navigation Company.

A New Road Under Way to the Creeks

With a fund aggregating \$3,000, work on a new road to connect with the Government road to Flat creek was begun last Friday morning. The route is out Otter street, and it will be pushed as far as the amount of money secured will permit. Already Otter street is being graded and put into shape for heavy traffic. A number of bridges have been built across the sloughs, each being a substantial structure.

The raising of the money necessary to begin the work was undertaken by F. A. Cleveland, who, as every one knows, is a hustler from away back, and in a few hours he secured more than \$2,500, which he has since increased several hundred dollars. Mr. Cleveland is also giving the work his personal supervision, and it goes without saying, therefore, that it is moving rapidly. The new roadway will give the people of Iditarod and those of the creeks a new way of reaching the town and the creeks as well, and it is believed that it will be of mutual benefit to everyone who has business connections on the creeks or in Iditarod.

The City Council will probably begin the grading and repairing of Second avenue, from Willow street to Otter street, within a short time.

Fire in Ansley Building.

Fire, in the Ansley building, which caught from a spark from the Budweiser, on Monday morning, damaged it to the amount of \$200, and a general conflagration was only averted by the prompt work of the fire department and citizens generally.

and required the same ney. before the Road Comhe Commission is in no ie money expended by on is appropriated by auxiliary fund. of the miners and busin the camp, to the end l to fulfill his obliga- thus secure the best it of all."

NCE FIRST MER IN PORT

e Northern Navigation Capt. George Al. Green, evening, about 9:30, the teamers to make this d on a bar in the lower files from the mouth, Fall. She was put in traffic, and is spick other improvements. o the barge Ermine, a ty of beer and other the Northern Commer-

SAID TO KEN ON FLAT

orns, on the Bonanza James, and Mahoney reported to hav given Thos. P. Aitken and he reports the options if they are taken up, the purchase price, are nman employed during \$16 a cord for such the claims. gold extracted in the Aitkin, who is to re- ventures made to the e been rejected.

The Arctic Brotherhood's ne formally opened on Saturday even cording to the present plans. T ball, which, it is claimed, will sur event ever before seen in the Idi and there have been a number events of the kind during the pas here and at Flat. But this partic the last word in social events of least that is what the members of say, so it is up to them to make g

Work on the new hall started terday morning, under the directio Bishop, who is in charge of the co and it will be rushed to completi all the lumber is either available a been moved to the ground, so no pated, and the hall will be opened

At the regular meeting of Cap 27, A. B., on Monday evening, the hall was discussed at length, and appointed to perfect everything the opening, to the minutest deta bership are much in earnest, and cess is already assured. The mer Flat and the citizens of the creek extended cordial invitations to joir ties. Following is a list of the co

Executive Committee—Trustee arod, No. 27, A. B.: Jos. H. Sn Herman Anderson, Charles Ross, F. M. Dunham.

Program Committee—A. E. Li E. T. Bradbury, John Donahue, A. Wile.

Reception Committee—Officers Camp Iditarod, No. 27, A. B.; A Roden, L. S. Robe, A. J. Day, J. Bayles, J. J. Donovan, Chas. E. M terson, C. Anthonisen, H. Walby.

Decoration Committee—E. J. S J. A. Slipperrn, J. E. Bishop, Will S. Robe.

Floor Committee—Albert Wile, Lyons, E. B. Hunt, I. Goldstein, J. E. Bishop, H. S. Holmes.

Music Committee—James Bier E. B. Hunt, Nat Lyons, Ronald F

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ing its first year, as a mining camp, said Dr. A. B. Donaldson, Georgetown pioneer, the other day.

Fairbanks during its first year produced only \$20,000; and Julian creek, in the Kuskokwim section, will yield that much this year. Donlan creek has three different outfits working, and these will take out some gold this season.

There has been much more staking than prospecting in the Kuskokwim, and consequently a great deal of ground is tied up, but in another year the camp will make people sit up and take notice, and I believe it will make good."

SAMSON BRINGS IN A 600-TON CARGO

Steamer Samson came up from Shagluk slough on Thursday afternoon, having waited there five days for the Julia B., from Fairbanks, with four barges of lumber and general merchandise. The barges were taken in tow by the Samson and brought to Dikeman. Two were left there, and the others were brought here, the steamer returning for those left behind.

The Samson's passengers from Fairbanks were Henry Lillico, Harry Cribb, Roy Rutherford, Capt. Dobbins, and Frank Kellogg, son of E. E. Kellogg, of Brumbaugh, Hamilton & Kellogg. The Samson's cargo aggregated 600 tons, which included a scow load of groceries, etc. for Vachon & Sterling, and lumber, doors, paints and oils, etc. for Harry Cribb and others.

In Town From Happy.

William Knox, the Happy creek mining man, was in town for a short time recently. Mr. Knox and partners recently sold their lease on the Happy claim to Jack Monaghan, who expects to work the ground on a large scale. There is a big body of dirt, and the returns will be large so soon as the water question can be solved.

For Sale.

Two-thirds interest in roadhouse doing a good business Summer and Winter; best location in country. For further information apply Nugget office.

Notice of Special Term of Court.

In the District Court for the Territory of Alaska, Fourth Division.

In the matter of calling a special July, 1911, term of Court for the Fourth Judicial Division at the Town of Iditarod, Alaska.

In pursuance to an order of the

Kuskokwim about ten miles below Quinagamute, at Jack Smith's point, and about eight miles up the stream. It is 45 miles above Good News Bay. But it is not extremely promising. The discovery was made last year by a man

FAIRBANKS-CHITINA TRAIL IMPROVEMENT

Major W. P. Richardson, of the Alaska Road Commission, is authority for the statement that fully \$80,000 will be expended this Summer in bridging, grading and repairing the Fairbanks trail, so that it will be in good condition for Summer travel from Chitina to the interior.

On the Big Delta the road will be changed to take the side hill, the Major says, and the Delta will be bridged this side of Yost's roadhouse.

In all, about \$250,000 will be available for road work in Alaska this season, says the Major.

Special appropriations of \$150,000 were secured from Congress, while \$100,000 more, it is figured, will be available from the taxes raised outside of incorporated towns. This \$100,000 will be used in repair work and road construction through the Territory.

Of the \$150,000 special appropriations, \$50,000 will be used on the Seward-Iditarod trail. The money will be expended in making the trail fit for double-enders.

The \$20,000 remaining of the special appropriations will be used on the Fairbanks-Nome and other trails.

LITTLE MONEY FOR DREDGING MACHINES

San Francisco, May 14. —Little money will be forthcoming this Summer for investment on Seward Peninsula, and dredger men acknowledge that they have had a hard time raising the needful for the new machines which will be brought in this Summer. Great disappointment is felt by several who had expected to make connections with capital for the purpose of installing dredges on large properties which they had acquired for this purpose.

The Western Construction Company will build one, and the Risdon Iron Works will build three dredges for the Peninsula this Summer. The Bucyrus Company will send two, all going to Council or the Casadepago.

Parks' Quicksilver Mine.

IDITAROD AND

We Invite the Public to
Visit Our

First & v. N.
Iditarod **DAUM**

Union Laundry

In Connection

Dick's Cig

R. L. Carlisle, Prop.

KEYS

Second Avenue N

THE HON

Clean Spring Beds.

A Quiet, Comfortable

STANI

Flat

Jos. H. Sn

Ice Cream Freezers,

Lemonade Shakers Bar Glassware

IDITAROD NUG

Out of the Moss and Nigger Heads Arose an Inland Empire.

IDITAROD, ALASKA. WEDNESDAY, JUNE 28, 1911.

ain Visited isastrous Fire

ted out l of al- ack up ner-
under the saloon, in which was stored beer, wines and other liquors, but little of these were saved, though the bar and bar fixtures, and bar stock in the saloon, were got out.

The Barthels Brewing Company, of Fairbanks, had a quantity of draft and bottled beer stored in the cellar, some of which was saved, but the larger part of it was destroyed.

Keys & Mayhan, the freighters, had a tent stable on Caribou street, in which were seven horses, harness, wagons, etc., and a quantity of freight for shipment to the creeks. The horses, wagon and harness were all got out, but the goods were burned, entailing a loss of \$1,500.

While the fire was making quick work of the buildings on the north side of Willow street, those on the south side were in great danger, and but for the fact that what wind there was came from the south, and that the buildings were protected by wet blankets and bucket brigades of willing workers, the block which was wiped out on April 4, last, would again have been destroyed. As it was, the sides of the buildings exposed to the fire were blistered by the intense heat, and the windows broken in a number of them.

WORK TO START ON THIS END OF THE SEWARD TRAIL

Work on this end of the Seward-Iditarod trail will be inaugurated within a few days, according to a letter received by Road Overseer A. E. Light, from W. L. Goodwin who is in charge of the entire work, with headquarters at Seward. Mr. Goodwin writes that R. S. Giddings, who has been connected with the work of the Alaaka Road Commission for a number of years, will be foreman on the trail between Flat City and Rainy Pass, a distance of 204 miles; Ross Kinney will be foreman between Rainy Pass and Susitna, 111 miles, and Mr. Goodwin will lay out the worst part of the route, from the end of the railroad to Old Knik, and thence to Susitna, 112 miles. The trail will be constructed so as to permit the free use of double-ender sleds, during the winter season.

Mr. Giddings is now due here to begin the work allotted to him.

Program For The Fourth

Unless all indications fail Iditarod's celebration of Independence Day promises to be a hummer. The finance committee has a fund of about \$1,000 to distribute in prizes, and the program committee

To Make a Trail To the Rainy Pass

Lieutenant Edgerton, engineer of the Alaska Road Commission, reached Iditarod on Friday morning from Fairbanks and Circle. Lieut. Edgerton recently succeeded Capt. Pope as a member of the Commission, and is in this section to look into the road and trail situation. Of government funds there is only the sum of \$3,500 to be expended on the road to Flat creek. But in addition to this there will be the sum collected on account of road poll-taxes, which may reach a like amount.

Lieut. Edgerton stated that he did not propose to enter into the consideration of the merits of any route leading out of the town of Iditarod, and the money expended would probably be used to continue the work now under way, further out toward Flat creek.

Lieut. Edgerton came to Fairbanks last May, from Cordova, by way of the Chitina trail, a considerable portion of the trip having been made in a buckboard. After completing his work in Fairbanks district, he went overland to Circle, meeting for the first time the Alaska mosquito on his native heath. Lieut. Edgerton will remain here about a week and will then go to Nome.

R. S. Giddings, who is in charge of that portion of the Seward-Iditarod trail between Flat and Rainy Pass, as told in the last issue of The Nugget, also reached here last Friday from Seattle, by way of St. Michael. Mr. Giddings, who is a seasoned Alaskan, was in the employ of the Alaska Road Commission several years ago, and was selected for this difficult section of the trail by reason of his intimate knowledge of Alaska and prevailing conditions. About eight men will be employed on the work from this end, which will be begun at Flat creek in the course of a few days. He proposes to make the trail from 12 to 20 feet wide, and will put in the necessary small bridges. He expects to reach Rainy Pass late in October.

The Copper River Region Is Quiet

According to reports that have reached here recently, the famous Bonanza copper mine, to which the Alaska Syndicate built the Copper River & Northwestern railroad at a cost of more than \$20,000,000, has not come up to expectations.

What was believed to be an almost inexhaustible mountain of ore, it is alleged, has developed into a mere blow-out—though a rich one—its value being placed at \$7,000,000. But it is asserted that extensive development work has demonstrated that the deposit does not attain depth. Tunnels have been driven under the ore body, and nothing found. The ore in sight is marvelously rich, but when it shall have been exhausted, there will be no further source of supply to draw from, or such is the story as it is told with circumstantial detail.

It is also related that the mineral development of the Copper river interior—especially copper—has been distinctly disappointing, and as a result there has been a decided falling off in activity in that region.

The Great Northern Mining & Development Co., which is supposed to be a subsidiary Cuggenheim corporation, it is alleged, has spent not less than \$750,000 in the past several years in developing copper holdings in the Copper river country, with not satisfactory results.

Generally speaking the reports from the Copper river interior are inclined to the pessimistic, and the flurry of excitement that followed the building of the railroad up the valley of the Copper has subsided. It is but fair to state, however, that the quartz veins in the Valdez and Seward sections have excited many people to those districts.

The Copper River & Northwestern railroad has been a most expensive piece of work, and it is thoroughly constructed, but there is little traffic for it now, with the future not particularly bright.

KEVSTONE **OTTO WINDHORST**
ENDS HIS LIFE

concerns in Alaska asserted that it gave the Guggenheim syndicate a virtual monopoly of the coal and fields there, by furnishing it with an outlet in the sti-Katalla region.

ONE
Company
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E, Gen. Agent

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Laundry

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st Magazines
and Stationery
Flat City

Barthels

Beers ?
l for the Family
lome Saloon

**GUGGS HAVE
 QUIT IDITAROD**

The representatives of the Guggenheim interests, headed by W. F. Copeland, who have been here for several weeks past, prospecting Flat creek claims, under cashless options, folded their tents on Friday last and left for other parts.

As announced in The Nugget two weeks ago, none of the options secured by the Guggenheims were taken up, not because the ground prospected was not good, but that the prices asked were considered too high, so it is reported.

Options, naturally, were taken at any price, since no spot cash payments were involved, hence a few hundred thousand dollars a claim "cut no ice" with the Guggs.

Whether the Guggenheims will or will not return to the Iditarod is problematical. A number of people profess to believe that they will return next year or the year after, when it is figured mining claims in this section can be secured at more moderate prices than those now asked.

In any event, it is a fact that the Guggenheims have been able to get a good line on what Flat creek contains, by the expenditure of a few thousand dollars. And the data thus obtained will, no doubt, be stored away for future use.

In the meantime Flat and other creeks are taking on renewed activity, and that there will be a big total to the credit of the creeks by the end of the season goes without saying.

The Guggenheim party has gone to Fairbanks to complete prospecting on ground secured by cashless options in that section, the prospecting force at work there having been called here to assist in the exploitation of Flat creek.

Save the pieces. Broken lenses replaced at Simpson's.

Arcade Cafe
FLAT CITY
 A. G. Dickinson J. S. Duff

Korpi yesterday. The report of the catastrophe arrived here this morning, but during the day there has been word telling of the rescue of any of the passengers.

Most of the passengers were excursionists from the city of Stockholm, and were on a cruise through the Baltic. The storm, which came up from the south, swept over the entire arm of the Baltic sea and wrecked a number of smaller vessels, entailing loss of life among the fishermen of the coast.

**SEWARD-IDITAROD
 TRAIL WORK BEGINS**

With a force of seven men, R. S. Giddings, who is in charge of the trail construction work of the Alaska Road Commission between Flat and Rainy Pass, left on Saturday to begin operations. His first camp has been established on Little creek, from which he will work toward Flat and some distance beyond his headquarters. While here Mr. Giddings bought two pack horses from Ike Loomis, and hired another for use as far as Ophir. He has seven men in the party, as follows: Martin Crahan, O. H. Steele, Robert Baker, Nels Lind, P. F. Cummings, Robert Wilson and Ike Loomis. Mr. Giddings expects to complete the trail to Rainy Pass early in November.

Well Known Physician.
 Dr. I. H. Moore, a well known Alaska physician and surgeon, is in Iditarod, having arrived last Friday, and he is looking over the country. Dr. Moore came to Alaska in 1897, and for a number of years was physician for the Treadwell Company. He is prominently identified with the history of the Arctic Brotherhood, of which he is one of the founders. For the past few years Dr. Moore has been interested in financial enterprises in Washington and Oregon.

For a first class steam, turkish or plain bath, go to the Elite.

One More Count.
 In a recent issue of The Nugget an advertisement was inserted by A. Ostergard, of the launch Gertrude, stating he had found a man's watch on Willow street, the night of the fire. The watch belonged to T. L. McGrath, of the Royal Cafe, who immediately secured his property. "Quantity, Quality, Circulation," always count.

Riverside Hotel Arrivals.
 Dr. S. Hall Young, A. MacKillop,

A H
G W
Crow
Car
We
Soutar & So
McDon
Steam Heat
Wile

0712/11 IDITAROD AUGUST

IDITAROD NUG

Out of the Moss and Nigger Heads Arose an Inland Empire.

IDITAROD, ALASKA, WEDNESDAY, AUGUST 16, 1911.

WORK PROGRESSING FINELY ON SEWARD-IDITAROD TRAIL

Seward, Aug. 14.—The Seward-Iditarod road work is progressing finely under the direction of Supt. W. L. Goodwin. Three parties are in the field under Foremen Moorehouse, Kinney and Giddings. Reports received here show that a good winter trail is being constructed, and the matter of securing at least a semi-monthly mail service between Seward and Iditarod is being agitated here. The route, it is believed, can be made in fifteen days. Seward wants the co-operation of the people of Iditarod in order to secure a service contract by this route.

Wireless Telegraph Brevities.

Paris, Aug. 14.—The funeral of John W. Gates, the American millionaire, took place here today. The body was shipped to the United States for interment.

Pensacola, Fla., Aug. 14.—A terrific storm is sweeping the Gulf of Mexico and the Gulf states. There has been much loss of property and life.

San Bernardino, Aug. 14.—An earthquake shock last night has had the result of shaking up the smouldering forest fires in the mountains, and they are again raging.

Minneapolis, Aug. 15.—The engagement of Charles G. Gates, son of the late John W. Gates, to Miss Florence Haggood, a society leader of this city, has been made public.

The Delegate Disgruntled.

Nugget's Special Wireless Service.

Seattle, Aug. 14.—Delegate Wickersham arrived here last night from St. Louis. A Washing-

TACOMA GRAND JURY PROBE IS WORKING

Tacoma, Aug. 15.—The Federal Grand Jury, which has been in session here for a few days, has returned one secret indictment. The name of the person indicted, therefore, is not known, but it is said to be a man connected with alleged Alaska coal land frauds. Former Auditor H. J. Douglas, of the Alaska Syndicate's allied interests, has been a mysterious witness before the inquisitorial body, but the nature of his testimony has not been divulged. It was Douglas who was recently accused of "hounding the late Capt. D. H. Jarvis to his death."

Fisher Bound For Katalla.

Nugget's Special Wireless Service.

Seattle, Aug. 14.—Secretary of the Interior Walter L. Fisher arrived here this morning. Mr. Fisher was decidedly non-communicative regarding Alaska affairs, but talked freely on other subjects. He will sail for Katalla tomorrow, where he will investigate the coal land situation and make an examination of the Contröller Bay land grant to R. S. Ryan. It is also probable that Mr. Fisher will go to Seward, and from thence to the Matanuska coal fields, should time permit.

Bryan to Take Pulpit.

Nugget's Special Wireless Service.

Chicago, Aug. 15.—A Lincoln, Neb., dispatch to the Chicago Tribune says that it is currently reported among William J. Bryan's friends that the Democratic leader will abandon politics for the pulpit.

Pope Will Recover.

Nugget's Special Wireless Service.