

THE CITIZENS' COMMITTEE

Held an Important Business Meeting Last Night.

Resolution Adopted Respecting the Census and a Communication Addressed to Council.

(From Tuesday's Daily.)
The citizens committee held a meeting last night the following members were present: Col. McGregor, Messrs. Alexander McDonald, Auguste Noel, Alexander Prudhomme, Thomas McMullen, C. M. Woodworth and Joseph A. Clarke.

The communication which was recently received from the Yukon council, was laid on the table, and the secretary was instructed to acknowledge its receipt.

In view of the fact that favorable reports of the results of the census are already known unofficially, a motion was introduced by Mr. Thomas McMullen and seconded by Mr. Alexander McDonald, which reads as follows:

Whereas, The Yukon council, through its different members, has offered to indorse the petition of this committee for two representatives on the Yukon council whenever it was shown that 500 British subjects were resident in the Yukon territory; and

Whereas, There has been considerable delay in the granting of representation on this council, and the taking of the census is now proceeding, and we believe the enumeration will show within a few days that the required number are within the territory; and

Whereas, We do not wish in any way to admit the necessity of a census being taken prior to the indorsement of our petition; therefore it is hereby Resolved, That the secretary be instructed to address a communication to the Yukon council asking them if they will indorse our petition as soon as the number of British subjects is shown by the enumeration now in progress to be greater than the number stipulated by them namely, 500.

The resolution was unanimously carried, and in accordance with its terms the secretary was instructed to forward the following letter to the council:

To the Honorable the Commissioner and Members of the Yukon Council, Dawson, Y. T.

Honorable Sir and Gentlemen: I am instructed by the citizens' committee to communicate with you, and ask if your honorable council will indorse our petition for representation of the citizens of the Yukon territory, upon your honorable council, as soon as the number of British subjects is shown by the enumeration now in progress to be greater than the number stipulated by you as necessary to secure your indorsement of our petition, namely, 500.

I enclose you a copy of the resolution passed so instructing me.

I am also instructed to acknowledge receipt by the committee of your letter and copy of resolution passed regarding your position on the question of incorporating Dawson as a town or city.

I have the honor to be, honorable sir and gentlemen, your obedient servant,
JOSEPH A. CLARKE,
Secretary of the Citizens' Committee.

Considerable discussion was had respecting the status of the committee's petition, and in order to be able to act immediately on any new developments which might arise, the committee concluded to convene again at 8:30 o'clock p. m. next Thursday.

Eagles in New York.

It may interest the proud birds of Dawson to know that a gathering of members of the Fraternal Order of Eagles is soon to be held at Herald Square theater, New York, when distinguished members of the order from all over the country will be present and when it is needless to say, the eagle will scream as never before. Although the order started on the Pacific coast only two years ago, it now spreads its wings over the entire North American continent.

No: a Bill Board.

For the past several months, in fact ever since its erection, the fire bell tower at the corner of Front and Fourth streets, has been freely used by the public as a place for posting bills. In fact the structure has been plastered with everything in the way of advertisements, muslin hangers eight feet square, down to written "dog for sale" notices only 2x4 inches in dimensions until it was covered to a depth of an inch or more. Yesterday evening a Nugget man chanced to be standing on the N. A. T. & T. corner just across the street from the fire tower when a member of the fire department came along. A new coating of theater posters on which the paste was scarcely dry had been put on the tower, and the fireman stopped to see what the big hangers had to say. He read slowly down until he came to

a long list of names of soubrettes, when, with a curse that resembled in tone the howl of a malamute he vigorously assaulted the inoffensive hangers and stayed neither his hand or his profanity until the side of the tower was as clean as freshly sawed lumber, and a heavy mass of paper and muslin was lying on the street in hopeless confusion. Whether he was honest in his efforts to clear the tower from old and new bills or whether one of the names in the list of soubrettes revived in his mind recollections which were unpleasant is not known.

Bicycles on the Yukon.

W. C. Granger, a mining engineer, and F. D. Berg, owners of Klondike mining properties, who arrived last evening on the Al-Ki, will make the trip to Dawson on bicycles. D. Fox, jr., a civil engineer who is in the city, will also leave this week for Dawson on a wheel. These men, however, are by no means the first to undertake the trip over this great frozen highway on the silent rolling steed.

The utility of the bike in the Yukon winter travel has been fully demonstrated the last three months, and it is considered that without question the wheel will hereafter hold a place of honor and usefulness in the far north. A little review of the subject of bicycle travel on the Yukon river reveals the fact that many persons, perhaps a hundred went from here to Dawson on wheels this winter, and that a correspondingly large number rode from Dawson to the coast on silent steeds.

The bicycle has been taken into even a more remarkable track of northern travel this winter, and is now receiving its test of endurance on the trail of frozen ice that forms the icy road down the Yukon from Dawson to Nome.

It is notable that some of the wheels which have been used in the journey from Dawson to Skagway have arrived here in apparently as good condition as when they started on the journey, and that after having given almost constant service.

The men who have come out on wheels have stood the rigors of the low temperature as well, it seems, as those who have walked. The pedestrian gained a freedom of circulation of blood from the action of walking, while the wheelman, so he contends, kept in a tingling glow from the constant vibration of the wheel in its deviations on the path and the little jars incidental to wheel riding in general. The slight vibration of the handle bars, said Mr. McLennan, who came out several weeks ago, keeps the hands warm and the movement of the legs gives action to the flow of blood in the lower part of the body and limbs.

The wheel was used on the trail between Skagway and Dawson to some small extent during the winter of 1898-99, but it was not until this winter that it became common. The rarity of the vehicle on the trail was such until last fall as to cause remarks of the successful progress of a biker, but now the wheelman, the last few weeks, has come and gone with little more glory for his accomplishment than the man who has walked from Dawson to the sea.

Following close upon the attainment of popularity of the wheel as a winter vehicle in the Yukon basin, comes the announcement that the automobile, or auto car, now so popular throughout the states and other parts of the world, is to be given a trial shortly on a trip from Skagway to Dawson. Another agitation as regards the rubber-footed steed was before the Yukon commissioners some time ago, in regard to a fire engine. It was believed that such a vehicle would run over the streets of Dawson satisfactorily and quickly, and that it would not only give the service of rapid travel and good pumping, but would be far less costly in maintenance than a team of horses in that land where hay and oats are imported from countries thousands of miles distant and at big expense.

The greatest number of wheelmen to start over the Skagway-Dawson trail on wheels have been those going in, but several have come out. Ten to fourteen days is the average time between Dawson and Bennett on a wheel. The best part of the road for wheeling is that part leading immediately out of Dawson. Leroy Pelletier, a mining man and representative of the New York Times in the north for a long time, recently came out on a wheel, making the run half way from Dawson in two and a half days. After that the road was rough and he was eight days altogether making the trip to Bennett.

Others who have started from Dawson on the wheel include R. P. Clark, who reached here the sixth of this month. Mr. Clark's machine gave out at S. J. Kirk and he had to mush the balance of the distance to Bennett.

Fred Clayton, who disappeared on the trail while coming from Dawson, also had a wheel which he used as far as Selkirk, where it gave out. This wheel is expected in time to furnish a valuable

clue as to the mystery of the disappearance of Clayton and his companions.

Some of the wheelmen who have come out this winter have had cyclometers attached and measured every foot of the road from Dawson to Bennett. Notable among these was Mr. McLennan, of the big Dawson trading house of McLennan, McFeeley & Co. He found the distances to be according to the cyclometer, just about as given by engineers. J. P. McLennan, a Dawson dry goods dealer, and brother of the McLennan who came out on the bike, left Skagway a few days ago to make the run to the Klondike on a wheel.

Leaving March 7 on wheels for Dawson were A. L. Stevens, cashier for the Alaska Commercial Company, W. W. Ross and H. A. Stell, of Portland.

G. Coffy, manager for the McDonald Bonanza Klondike Mining Company, Ltd., P. R. Ritchie, manager for the British Canadian Gold Fields of the Klondike, Ltd., and A. C. Ritchie, manager for a recently organized Scotch Klondike mining syndicate, left Skagway March 15, for Dawson on bikes. Joe Schultz, Fred Crewe and his son Fred also started on wheels about that date.—Daily Alaskan.

New Cyanide Process.

Prof. S. B. Christy, of the mining department of the University of California, has been granted an American patent for a process for the recovery of gold and silver from cyanide solutions by electrolysis.

The new process has all the advantages of the Siens and Halske process, so long in successful use in South Africa under Charles Butters, but avoids its chief difficulty, the necessity for cupelling an enormous weight of lead cathodes in order to recover gold from them. As a contribution to the mining industry of California, wherever this new process seems adapted to existing conditions, and provided only that he has some guarantee that it will be properly installed and operated, Prof. Christy offers to grant a free license for its use anywhere in California to any citizen of the state. Although the new process is very simple, it requires good technical management for its success. Prof. Christy does not recommend it for small plants, working irregularly; he considers the usual zinc process better adapted for these. He recommends it only for use in large establishments in continuous operation and under good technical management. For these it has the great advantage over all processes yet proposed for the recovery of gold and silver from cyanide solutions, that it returns the gold and silver free from admixture with base metals, and in a pure state ready for the mint, without any auxiliary fire process.

Last Chance Operations.

Last Chance creek and its adjoining hillsides have been the scene of active operations during the past winter. Some fine properties in this locality have been developed, and unquestionably the result of the clean-up will be most satisfactory. Preparations for summer work are now being made. One of the most notable instances of systematic effort is evidenced on two bench claims which are located on the left limit, second tier, opposite the lower half of No. 13 and the upper half of No. 12, above discovery. The properties are owned by Sid Walker and several associates. From a point in the face of the hillside, about 500 feet above the bed of the creek, a tunnel has been driven 400 feet in length which tops the bench claims 45 feet below the surface. The dirt is conveyed from the face of the tunnel on a wooden track in two cars which have a capacity of 16 buckets each. About 375 feet from the mouth of the tunnel a large body of low grade gravel was found. The owners have secured dumping ground on creek claim No. 13. A dam has been constructed on the upper half of 13 for the purpose of controlling the flow of water. A surface tramway will soon be built from the tunnel to dumping ground in the creek, and the gravel will be washed in sluice boxes as fast as it can be extracted. Mining operations will be conducted with the assistance of a 15-horse power boiler and 15 steam points. Mr. Walker and his associates will work their properties successfully during the entire summer season. At the present time, six men are engaged in the preparatory operations.

Refused Boer Water.

There was an Englishman came in on the Humbolt—a jolly, hearty chap, but he got into a row as soon he landed. He called for a drink of Scotch whisky and the bartender put up with it a bottle of Johannesberg water.

"Not on your life," said he. "If Americans feel like insulting a Britisher in that way, I will never take another drink in your town."

Marshal Tanner had trouble with him later, as he would insist on taking his drink without water.—Skagway Alaskan.

The Klondike Nugget

(DAWSON'S PIONEER PAPER)
ISSUED DAILY AND SEMI-WEEKLY.
ALLEN BROS., Publishers

THE EFFORT THAT FAILED.

The effort which has been made by the News to drag the Nugget into the affairs of the Nugget Express has proven an ignominious failure. As has been previously stated in these columns, and as is well known to every man in Dawson who is acquainted with the affairs of the two enterprises, the Klondike Nugget and the Nugget Express were entirely separate and independent business concerns. The failure of the latter in no wise affected the former other than in the fact that the Nugget was a heavy creditor of the Express. A statement of account was rendered the assignee of the Express at his request, not with the intention or expectation of claiming any share in the assets, but for the purpose of satisfying the other creditors as to the exact status of affairs between the Nugget and the Express. Should any of these gentlemen desire further information in the matter, the same will be cheerfully furnished them at this office.

As for this cowardly sheet, the News, and its contemptible manager, Steele, who, we understand, is soon to be kicked out of his position, as he was once kicked out of his office by one of the owners of the sheet, we have merely to say at this time that children who play with fire are very apt to burn their fingers.

Steele, who is a craven by nature, seeks, through innuendo and suggestion, to convey impressions which his coward heart tells him are false and which he dare not come out and state as facts. The Nugget will not run away from any issue which he may raise. If he wants the public furnished with a few chapters of personal history, the Nugget will give the facts, and will not adopt Steele's underhanded tactics, either.

A square, open and manly newspaper argument is something beyond Steele's capacity or comprehension. He must be contemptible or nothing. If, however, he is not satisfied with the notoriety which he has already had, the Nugget will furnish him with more, ad lib.

THE SHIPPING SEASON.

The arrival of steamboat officers and crews, and the fact that the various craft along the river are being generally overhauled and repaired, serve as a reminder that the season of open navigation is not far distant.

There will, in all probability, be a larger tonnage of freight brought into Dawson this summer than in any other year. This will result not only from an increased consumption of general commodities, but more particularly from the amount of heavy machinery which will be brought in for mining purposes. Two things have been amply demonstrated during the present winter: 1st. Future mining operations will be conducted almost exclusively by means of machinery. 2nd. The larger the plant operated, the more economical it will be in the end.

For these reasons, orders which go out for machinery will call for heavy boilers and engines in place of the comparatively light affairs such as were used on many claims during the past winter.

There is every reason for belief that Dawson will require as great a supply of provisions for the coming year as was needed last fall. No matter what influence the Nome stampede may have on the town during the early summer months, the close of navigation will see a population in Dawson and on the creeks as great, if not greater, than was here six months ago. This will mean full cargoes for the boats all summer long. Last season thousands upon thousands of dollars were lost through negligence of shippers in waiting until the last moment to get their freight in. In consequence of this negligence hundreds of tons were left scattered in scows at various points along the river, much of the freight being a dead loss to the owners.

It behooves intending shippers to consider the fact that the season is short and the amount of goods to be handled is large. Such risks as were taken by many of our business houses last year are not justified.

TWENTY THOUSAND STRONG.

It is estimated by recent arrivals from the coast that fully 20,000 men are now waiting in Seattle for the departure of boats for Nome. These men have come from every section of the country, according to late newspaper reports from the Sound metropolis, although the coast and other western mining states are most heavily represented. The rush to Nome is bound to reach tremendous proportions by reason of the attending circumstances.

Ordinarily, it has happened that gold discoveries have taken place in countries difficult of access. To reach California, the hardy pioneers were compelled to cross hundreds of miles of desert and mountains, and the difficulties incident to the trip into Dawson in the early days are yet fresh in the minds of most of our citizens.

But the journey from Seattle to Nome is another matter. The worst the gold-seeker needs to fear is a touch of seasickness, and there is not a great deal of danger of that. He has no precipitous mountains to cross, no boat to build, no rapids to run—in fact, none of the thousand and one difficulties to contend against which met the Klondike pioneer in his travels into this country. Once he steps aboard the boat at Seattle, he has nothing further to worry him until he steps onto the beach.

In consequence, the rush to Nome will assume proportions much greater than otherwise would be the case. Hundreds will go for the novelty of the thing, and many of them, when they have seen Nome, will come on up the Yukon to Dawson.

But the very fact that Nome is easy to reach is against the prospects of those who go. There will be thousands when hundreds would be too many, and the proportion of disappointed ones will be far greater even than was the case with the Klondike.

The story taken from a New York yellow journal, telling of a prospective war between miners and capitalists at Nome, is worthy the imagination of a Munchausen or a chapter from the Arabian Nights. The imaginative genius of the writer forecasts a field of gore at Nome as broad as the stretch of gold producing beach. There is a picture of armored dredgers, galling guns and desperate miners, armed to the teeth, engaged in a life and death struggle for possession of the sands which carry the elusive gold. According to the veracious narrator, a considerable portion of Uncle Sam's standing army has been despatched to Nome, but evidently he has not much hope of their being able to avert bloodshed, as the best he can say for the soldiers is that "they will try and preserve peace."

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