

The Klondike Nugget

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the breaking up of the ice and the departure of the first steamers. These difficulties, which have become more and more annoying each year, would be entirely obviated by the construction of an overland trail.

There is no necessity at this time of dwelling upon the advantages and benefits involved. These have all been explained months ago, and are fully understood by all who are interested. The point we wish to urge now is that the matter shall not be forgotten by the authorities and that unnecessary delays ought not to occur.

If the money were appropriated and other necessary preparations made during the winter, so that work could be undertaken and pushed ahead as soon as the weather permits, the work of building the proposed trail could be entirely completed before the close of navigation next season.

No public improvement under contemplation would accomplish more for the community generally than a good road from Dawson to Whitehorse which would be available for travel throughout the year.

The "Kids" are already torn with disension, each being consumed with jealous fear lest the other secure some coveted advantage. If they were actually in power and had anything really worth fighting for, the din of battle would reach far beyond the limits of the Yukon valley.

Unusual danger seems to follow those who go down to the sea in ships now-a-days. The wreck of the splendid steamer Walla Walla is the most recent of a series of marine disasters which have spread grief over the land.

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HARD-UP BROTHER

Clears Title to Edna Wallace Hopper's Estate.

Chicago, Dec. 24.—Thomas Wallace, the only brother of Edna Wallace Hopper, the actress, and a joint heir with her to a fortune of over \$200,000, today relinquished his claim to the estate for \$500 cash and a promise of \$100 a month during his life.

It should not be necessary, however, to seek foreign capital, if substantial foundation can be shown for the reports which are now in circulation respecting the existence of quartz ledges. There are men in Dawson who would meanly mean to establish the facts one way or the other without resort to outside assistance.

It cannot be expected that money will come from the outside for investment if local capitalists will not bear their portion of the burden.

THAT OVERLAND TRAIL. The fact that a good trail has finally been established over the ice between Dawson and Whitehorse should not tend to withdraw public attention from the necessity of constructing an overland road.

At the present time, there is a period of at least two months in the year when communication with the outside world is extremely uncertain and during which no dependence whatsoever can be placed upon the delivery of mail.

After the steamers are withdrawn from the river in the fall and until the ice trail is well established, a period of weeks intervenes during which the trail is not only inconvenient and dangerous, but sometimes practically impassible.

The same condition prevails in the spring during the interval between

FINE TERMINAL BUILDINGS

Victoria Will Have Some New Edifices

Splendid Accommodations Will Be Soon Built for the Pacific Cable Company.

Much interest has been aroused in the terminal buildings for the new Pacific cable line to Australia, which are to be erected on the west coast of Vancouver Island on Barkley Sound, and for which tenders are to be called in a day or two by F. M. Rattenbury, architect of this city, who has been charged by the cable company with the preparation of the plans as printed for the new buildings.

The site of the buildings is a beautiful peninsula where Bamfield creek flows into Barkley Sound. Here a force of men are busily employed in clearing a site, and in cutting down the timber which has accumulated on the property.

The property itself has been previously described in these columns. It consists of about one hundred and sixty acres of a peninsula as described above, but extending across Grappler creek. The approach to the landing from the sea is over an ooze bottom, which will make an ideal berth for the cable.

The plans for the buildings themselves were drawn some time ago by Mr. Rattenbury, but they had to be returned to London for inspection by the board there. This has been done, the plans approved, and nothing is left but to award the tender and proceed with the work.

The buildings will be of an extensive nature, the main building having 100 feet of frontage and depth of 120 feet. It is T shaped, one arm being devoted to the office for the cable telegraph, and land telegraph suites of offices and the other wing to the residential section, an elevation of which is shown.

The residential wing has a fine dining room with kitchen and store rooms, a reading room, which is to be kept supplied with the latest periodicals, and a library.

The conception of the management is to make the place attractive and comfortable for the twenty men or more who will reside there, and who because of their comparative isolation will find the need of the conveniences and pastimes indicated. The grounds, too, are to be laid out for tennis courts and bowling greens, and provision will also be made for an ample vegetable garden.

In addition to the main building there will be separate laundry buildings and a charming bungalow for the manager. They are to be well fitted up inside and heated with hot water. Large open fire-places will also be built in which logs will be burnt, the question of fuel not yet being a serious one on the west coast.

The buildings will be illuminated with electric lights and a water service will be provided by laying pipe to a mountain stream several miles away.

While not of an expensive character the buildings will be very attractive in appearance, and will be thoroughly well built on stone foundations, with single walks and cream trimmings.

It is expected that during the month of January next the steamer Anglia will leave the Thames to commence work of laying the Pacific cable. The cable will be 7,888 miles in length, and the cost of laying it will exceed \$8,900,000 (\$1,780,000.)

The contract for the construction of laying of the cable was awarded in December last to the Telegraphic Construction & Maintenance Company, and the following is the route, with intermediate points, which it was decided that the cable should follow: Vancouver Island, B. C. to Fanning Island, 3,561 miles; Fanning Island to Suva, Fiji, 2,093 miles; Fiji to Norfolk Island, 961 miles; Norfolk Island to New Zealand, 537 miles; Norfolk Island to Queensland, 884 miles. Total length, 7,886 miles.

The body which will control and manage the business of the cable is known as the Pacific cable board, the members of which represent the several portions of the Empire directly interested in the construction of the cable. The personnel of the board is as follows: Spencer Walpole, late of the Imperial post-office, chairman, G. E. York, Glasgow, treasurer, W. E. H. Mercer, colonial office, Lord Strathcona, and A. Lang, Bank of Montreal, for Canada; Hon. Sir Andrew Clarke and Hon. Henry Campbell, for Victoria; New South Wales and Queensland; and Hon. W. P. Reeves, for New Zealand.

According to their contract, the first work the Telegraphic Construction & Maintenance Company had to carry out was the selection of landing places, and the survey of the route from Queensland to a point 300 miles north of Fanning Island, the remainder of the route having already been surveyed by H. M. Survey Ship Egretta. To accomplish this the Britannia was dispatched on March 6th last to Sydney, N. S. W., where she was joined by R. E. Peake, a mem-

HAS LOTS OF CONFIDENCE

J. Francis Lee of the White Pass Talks of Klondike.

Victoria, Dec. 20.—One of the most exhaustive reports of conditions in the Northern mining fields is given by J. Francis Lee, traffic manager of the White Pass & Yukon route, who has just returned to Seattle after an active campaign in the Klondike, Whitehorse, Atlin and Big Salmon mining regions.

Mr. Lee says that the miners of the fields of the far north have had a prosperous season, and that a great number of them will take a holiday trip to the outside during the early months of the winter, to return again before the season is over, taking advantage of the new winter stage route which is now being organized.

"Since I left Dawson," said Mr. Lee in an interview given to the Seattle Post-Intelligencer, "definite conclusions have been reached which will make the construction of the much-needed railway from Dawson up the various creeks a matter of early accomplishment. Until it was deemed sure that the Klondike had come to stay, this piece of important railway construction was naturally an uncertainty. It has, however, now been decided by the people of Dawson to build, and this is the best practical evidence of their complete confidence in the permanency of their camp. New and marked improvements have been discovered in 1901 in the matter of hydraulic mining in the Klondike, whereby great economies are expected and which open up immense possibilities for the fortunate owners of claims in that region.

"What I regard most encouraging for the territory north of Skagway is the excellent promise afforded by what is going on at Atlin, Big Salmon and in the Whitehorse districts. Atlin is forging ahead rapidly as one of the greatest placer and quartz mining regions in the world. Big Salmon is also a great success, and the copper belt at Whitehorse, with the coal vein being opened up there, evidences a substantial progress. On the opposite side of Lake Bennett from the railway line there has been opened up a quartz ledge which is very promising, and from which ore shipments are now being made.

"Labor must be called for as the various mines are opened up by the Dawson railway builders, and properties which have been dormant heretofore must in due course be worked and come into practical production. The conditions of the Upper Yukon river navigation, now that the smoke of the 1901 campaign has blown away, demonstrate very clearly that at last a solution has been reached as to the form of boat and character of construction calculated to succeed and handle a great tonnage successfully.

Mr. Lee says that a large number of some miners have come to Dawson this fall to remain there for a short time, or to come out by the way of Skagway. The merchants of the camp are reported as being pleased with the season's business, as prices were normal and profits good.

MUCH MONEY IS INVESTED

Capitalists Are Looking Toward British Columbia.

Victoria, Dec. 20.—The incorporation, registration and licensing of a number of companies which are to have a part in the development of the province are notified in the current issue of the Provincial Gazette.

Among these companies is the Pacific Steel Company of Jersey City, N. J., which has been registered as an extra-provincial company. The capital of this company is a million dollars in \$100 shares. The provincial office is to be located in Victoria and the attorney is Fred Peters. The objects of the company are to carry on a general mining, smelting and Bessemerizing business. The Reef Gold Mining Company of Spokane has been registered to carry on a general mining business. The provincial office is located at Erie, and the attorney is F. H. Nettleton. The capital is \$250,000, divided into 50 cent shares.

The Pactolus Dredging Company, Limited of Glasgow, has been licensed as an extra-provincial company. The capital is \$5,000 in £1 shares; the provincial office is at Yale, and the attorney is William Rattray, engineer of that town. The company has taken over the business of the Yale Dredging Company, in liquidation, and will carry on a general mining company. There were three companies incorporated under the provincial laws. The Pacific Barge Company has been incorporated to purchase the barge Atlas and do a general steamboating business. The capital is \$50,000 and the head office is Victoria.

The Comox Coal Company has a capital of \$100,000 in \$1 shares and proposes to do a general mining business. The third new company is the West Coast Timber Company, with a capital of \$25,000 in \$50 shares. The object is to purchase timber limits on Jarvis and Burrard inlets and Squamish river.

The names of all the barristers and solicitors entitled to practise in the province is published. There are 218 of them.

H. H. Playford & Co., tobacconists of Nelson, have assigned a meeting of the creditors will be held at Nelson on December 17.

Constable A. M. Ego of Mayne Island has been appointed chief inspector for the North Victoria license district during the absence from the province of Constable Stephen H. Hoskins and Constable William Brent of Camp McKinney for the Southeast Yale license district, vice Constable C. Nicholson, deceased.

How doth the little busy bee Improve each shining hour, To make "Glasstark" excel in sales "When Knighthood Was in Flower." See "Smith" about the latest and best books: 111 King street, opposite N. C. office building.

MACLAY IS DISCHARGED

Historian Who Defamed Schley Summarily Fired.

Washington, Dec. 24.—Secretary Long has discharged Edgar Stanton MacLay from his position as a skilled laborer in the Brooklyn navy yard. Mr. MacLay having refused to resign when requested to do so, Mr. MacLay criticized Admiral Schley in his naval history as a "caitiff, poltroon and coward."

Secretary Long's action was taken by direction of the president, and followed a conference between the president and the secretary, who took to the White House with him a letter from MacLay in response to the request for his resignation, sent by the secretary last Saturday. In this letter MacLay submits that he could not be removed or be compelled to resign without definite charges being made against him, and without having an opportunity to answer those charges. Although the civil service rules give employees of the service the opportunity of answering charges that may be preferred against them, the president exercised his prerogative in the present instance, and directed MacLay's removal, it being held that the latter was aware, unofficially, if not officially, of the reasons which actuated the executive in taking the course determined upon.

Secretary Long said the action taken today would dispose of the case finally.

MACLAY'S LETTER. Mr. MacLay's letter to Secretary Long, replying to the request for his resignation, is as follows: "Navy Yard, New York, Office of the General Storekeeper, Dec. 23, 1901. "Rear Admiral Albert S. Barker, U. S. N., Commandant Navy Yard, New York.—Sir: I have the honor of acknowledging the receipt of your communication of this date, in which you forwarded the following communication of this date from the honorable secretary of war: 'I am directed, by the president to ask Edward S. MacLay, special laborer, general storekeeper's office, navy yard, New York, to send in his resignation.' 'I respectfully submit that I was regularly appointed to my present position after having duly passed a clerk's examination, in accordance with all the requirements of the civil service regulations, and therefore cannot be removed or be compelled to resign without definite charges against me and without having an opportunity to answer those charges. I have been in this office fifteen months, have been promoted for efficiency, and so far as I know my work is satisfactory to my superiors. I have violated no rules or regulations of this office or of the navy yard, so far as I am aware.

"Such being the case, I feel that it would not only be an injustice to myself to resign under such circumstances, but it would be establishing a precedent that vitally concerns thousands of civil service employes, both national and state. Very respectfully EDGAR S. MACLAY."

SECRETARY LONG'S REPLY. Secretary Long's dispatch to Rear Admiral Barker, directing MacLay's dismissal, is as follows: "Washington, Dec. 24. "Rear Admiral Barker, U. S. N., Commandant Navy Yard, New York. "By direction of the president, Edgar S. MacLay is discharged. Notify him."

"LONG."

"I have written to the civil service authorities at Washington, asking for a formal opinion on this subject. I shall be guided in my actions by the advice received from this source."

Chipped diamonds, yellow diamonds or flawed diamonds can not be bought at J. L. Sale & Co.'s. They carry only the best.

Kelly & Co., Leading Druggists.

ENGINEER ADMITS ERROR

Repairing Engine and Forgot to Stop at the Siding.

San Francisco, Dec. 20.—John Coffey, the engineer of the northbound Southern-Pacific train, whose failure to stop at the Uplands switch yesterday morning caused the collision in which two men were killed and more than twenty persons were injured, is suffering from a shock to his spine sustained when he jumped from his engine. He has not denied his responsibility for the disaster. In an interview he said: "I admit that I had received my orders: I knew I was to stop at the switch to let No. 19 southbound take the siding. No, the orders were not misunderstood. Both I and the fireman read them. After leaving San Ardo we compared watches. It was a dark night. At the switch there are no houses, no landmarks of any kind; only the switch light in a plow field. I did not notice it until we were abreast of it. I had been greatly worried over the action of the engine. It is a new one and very powerful. The machine did not behave as I expected. I can't be more explicit about the trouble with the engine, that is between me and the railway officials. But the fireman and I were both busy inside, and we forgot the switch. I have no excuse only that I forgot. I saw the switch light race by. Then the conductor pulled the rope which operates the little signal whistle in the cab. Instantly I reversed. With almost the same moment I put on the emergency air brakes.

"We were rounding a sharp curve. I could not see any light ahead, but I knew that No. 10 was due. I had a heavy train. We were pounding along nearly thirty miles an hour. I jumped down to the cab steps and looked out. There was the light of No. 10 swinging around the curve ahead. I knew it was all up. I don't know what became of the fireman. I waited

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until we were past the siding. To have jumped there would mean death. I jumped. A car length beyond the engine crashed together."

Although only two men are positively known to have been killed, the bodies of two others are said to lie under the wreckage.

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AMUSEMENTS THE AUDITORIUM W. W. BITTNER, MANAGER. Rapp E. Cummings. Week Comm. Monday Jan. 13. Too Much Johnson. Admissions: 50c - \$1.00 - \$1.50. Ladies' Night Monday - Thursday - Friday. NO SMOKING.

WINTER TIME TABLE-STAGE THE ORR & TUKEY CO., Ltd. Going into effect Nov. 11, 1901 - Week Days Only. FOR GOLD RIVER AND CARIBOU via Garmack's and Dome. 7:30 a.m. 1 p.m. and 3 p.m. FOR BELLA VALLEY, LOWER KLONDIKE, Chase's Roasthouse, via Hunker Creek, 8:30 a.m. FOR QUARTZ CREEK, a.m. every other day, Sundays included. Sunday Service - Leave Dawson and Grand Forks at 9 a.m. and 3 p.m. ALL STAGES LEAVE OFFICE N. C. CO. BUILDING. PHONE 8. Watches set by departure and arrival of our stages.

Send a copy of Goetzman's Souvenir to outside friends. A complete pictorial history of Klondike. For sale at all news stands. Price \$2.50. FULL LINE CHOICE BRANDS Wines, Liquors & Cigars CHISHOLM'S SALOON. THE CHIEF - Prop.

The Northwestern Line Is the Short-Line to Chicago And All Eastern Points. All through trains from the North Pacific Coast connect with this line in the Union Depot at St. Paul. Travelers from the North are invited to communicate with F. W. Parker, Gen'l Agent, Seattle, Wn.

The Great Northern "FLYER" LEAVES SEATTLE FOR ST. PAUL EVERY DAY AT 8:00 P. M. A Solid Vestibule Train With All Modern Equipments. For further particulars and folders address the GENERAL OFFICE - SEATTLE, WASH.

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Burlington Route No matter to what eastern point you may be destined, your ticket should read Via the Burlington. PUGET SOUND AGENT: M. P. BENTON, 103 Pioneer Square, SEATTLE, WASH.

Pacific Packing and Navigation Co. Successors to Pacific Steam Navigation Co. FOR ALL PORTS IN WESTERN ALASKA, Steamer Newport. Offices: SEATTLE, Cor. Fifth Ave. and Yelder Way. SAN FRANCISCO, No. 30 California Street.

Copper River and Cook's Inlet YAKUTAT, ORCA, VALDEZ, HOMER. FOR ALL PORTS IN WESTERN ALASKA, Steamer Newport. Offices: SEATTLE, Cor. Fifth Ave. and Yelder Way. SAN FRANCISCO, No. 30 California Street.

ANGLO-AMERICAN COMMERCIAL CO. Bank Building, Opposite N. C. Co. Wholesale and Retail. The most complete assortment of IMPORTED AND DOMESTIC CIGARS, Tobaccos, Pipes and Smoking Articles ever brought to the Yukon Territory. AT RIGHT PRICES.

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WAS SWEEP... L. A. McEwen... Partner, R. Engaged in...

Vancouver, De... doubt that L... his life at the... gaged in his p... and news was p... upon the day o... judicial - polit... pastes - have b... trace of the m... found. R. L... Mr. McEwen is... a good account... happened. Mr... through becom... - Mr. McEwen... said, "had lat... later end of... the head of S... let, hunting a... main camp w... camp building o... in a few hund... the Arm. At... Arm there is a... lakes, connecte... river, and dra... one-third of a... is smooth riv... short distance... enters by a ser... "At the he... from the salt... jority of our... above the falls... kept a Peter... days one of us... in turn to visi... had been in... up there one n... next day, the... head of the fall... canoe to the b... not more than... "Before the... up the river, w... runs and falls... weather, had b... or bright than... frequently at... year, had ever... somewhat impa... step so that w... On the morning... 30, there was... water had gone... was still ve... however, starte... to the head o... make the trip... "I had warn... fore that, altho... low enough for... if it were to... would be liab... which case it... make our use... close to the b... would have t... river and walk... way.

"As he did... starting for... the hill found... his ability in... the least anxio... started he told... day, but said... am not as I... is what we... other being st... something like... "The follow... beautiful day... since standing... thought he w... whole day and... morning when... we had quite... doing up their... there, I did... myself. I shou... be luxurious f... being dark on... he did not co... this morning... small half-bro... the salt water... now when was... "First thing... something, I... left a pack... etc. to our... above the fall... on the way to... and, on arriv... a piece of th... north a log on... "As soon as... some that is... had lost his l... the falls. The... "I was up... way up he had... with this ide... hurried down... "I was up... the steep and... bringing it a... job down. I... from which I... and promised... I left they a... was sure to... together with... also a... "I was up... with arriv... the... Mr. McEwen...

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