

REPORT ON WHITE PASS

(Continued from page 1.)

both ways, amount to about 10,000 and between Dawson and St. Michael about 3000.

These estimates do not include the passengers coming by way of Whitehorse by scows and small boats, which would probably amount to another thousand; so that the freight and passenger business for the navigation season of 1900 may be tabulated thus:

Freight by way of St. Michael, 11,647 tons; freight by way of Whitehorse, 20,417 tons. Passengers by way of St. Michael (both ways), 3000; passengers by way of Whitehorse (both ways), 11,000.

By reason of the variety of goods transported, with the varying freight rates, it is impossible to say exactly what price per ton was paid for the freight brought in, but a fair estimate for freight arriving by way of Whitehorse would be \$100 per ton, and that by way of St. Michael \$90 per ton.

The charges for passengers by way of Whitehorse would average about \$100 and by way of St. Michael about \$100. Tabulated, the amount of freight and passenger business, with the aggregate paid there for, would be as follows:

Freight by way of St. Michael, 11,647 tons at \$90 per ton, \$1,048,230; freight by way of Whitehorse, 20,417 tons at \$100 per ton, \$2,041,700. Passengers by way of St. Michael, 3000 at \$30, \$90,000; passengers by way of Whitehorse, 11,000 at \$30, \$330,000.

It will thus be seen that the actual expenditures for the season 1900, for the freight and passenger transportation aggregates the enormous sum of \$4,388,130 with every prospect that for the present season the amount will be from 10 to 30 per cent more.

On account of the recent combination and the purchase of practically all the steamers between Whitehorse and Dawson, this immense business is controlled by two companies; the lower river business by the Northern Navigation Company and the upper river business by the White Pass and Yukon Route.

The transportation by way of the lower river being much slower and the distance about three times greater than by the upper river your committee has every reason to believe the freight and passenger business by way of the lower river will rather diminish and that by way of the upper river will increase in proportion from year to year. The time consumed for goods to reach Dawson from Pacific coast points by way of St. Michael is seldom less than 30 days, with a much shorter period during which goods can be carried at all by way of the lower river. By way of the upper river goods can be delivered and delivered from coast cities in Dawson within from six to ten days.

Your committee have, therefore, given their attention chiefly to the transportation by way of the upper river, as account of its vastly greater importance. It will be seen from the tables that the enormous sum of \$3,041,000 was paid in the past season for freight and transportation by way of the upper river, and that even a greater sum will be paid during the coming season, with at least 50 per cent paid to the White Pass & Yukon Route which has practically a monopoly of the upper river business. This company's system consists of 110 miles of rail road (narrow gauge) extending from Skagway to Whitehorse, from tidewater to the head of navigation, and some nine or ten river steamers plying between Whitehorse and Dawson on the upper river, the total distance from Skagway to Dawson being a little less than 500 miles. Your committee have been wholly unable to ascertain either the original investment of the White Pass & Yukon route or its cost of operation and in consequence are unable to say what percentage of profit arises to them from the enormous amount paid for freight and transportation or whether the rates they have fixed are excessive from an investor's point of view. It appears to be the principle with them as with all other companies, to fix the freight rates according to the competition which they have to meet, and in this case the only competition is the lower river transportation and their rates apparently have been fixed at some what less than the rates by way of Whitehorse. It is not to be denied that their cost of operation, especially their river steamers is very great. One important part of this cost is that for the period of eight months in the year their steamers, with the capital invested in them, are tied up and producing no revenue. As to the operation of this 110 miles of rail road, except the difficulty at the summit of White Pass from drifting snows, which appears to be no greater than the difficulties with other railroads crossing the mountain ranges, their expense of operation of the same mileage, carrying the same tonnage, of any other rail road in Canada or the United States, and the expense per ton of delivering freight from Skagway to Dawson would probably not exceed three times the rate over the

same mileage over other lines in Canada and the United States.

Comparing the through freight rates from Skagway to Dawson with the transcontinental freight rates on the railroads of the United States shows some extraordinary differences:

Through rates from Skagway to Dawson by White Pass & Yukon Route	Transcontinental rates from St. Paul to Los Angeles by Great Northern	Transcontinental rates from St. Paul to San Francisco by Northern Pacific
Hardware.....	\$12.50	\$35.00
Flour and Cereals.....	101.50	16.00
Dry Goods, (bales or cases).....	111.00	22.00
Canned goods.....	101.00	20.00
Bacon.....	106.50	15.00
Beans.....	101.50	17.00

Of these through rates all but about \$7.50 per ton is White Pass charges.

It will thus be seen that the transcontinental haul, though about six times the distance of the White Pass, yet the rates of the White Pass are from four to five times as high as the transcontinental rate. Thus the charges over the White Pass for the 500 miles haul would be about 20 times as great for the same distance on the transcontinental lines at the transcontinental rate. Your committee are unable to say whether these comparisons are just or not, but the facts are as they are stated above.

It appears that the White Pass system is operated under four separate charters or franchises: First, a franchise from the United States government over the American line from Skagway to the international boundary at the summit; second, a franchise from the parliament of British Columbia from the summit of White Pass to the British Columbia & Yukon territory boundary; third, a franchise from the Dominion parliament from the British Columbia boundary to Whitehorse and fourth, a charter for operating the steamers on the Yukon river. Your committee have been unable to examine the charters for the lines in British Columbia and the Yukon territory, or to ascertain what reservations were contained there for the regulation of rates by the Dominion government or the government of British Columbia. The charter in the United States territory is granted by a general act of congress, approved March 14th, 1898, granting to any railroad company, duly organized under the laws of the United States or any state or territory, the right of way to lay their tracks over the public lands, and reserving to the secretary of the interior the right to revise and modify the rates to be charged by any such company, and also reserving the power to the congress to regulate the charges for freight and passengers. There is no doubt that the parliament of Canada have absolute control over freight charges of any company operating under a charter granted by it. Your committee hesitate to recommend a memorial asking the parliament to reduce or modify the freight rates by arbitrary enactment. It is a large question and a direction in which probably little progress could be made. One strong reason perhaps why the present management of the White Pass Route feel it incumbent upon themselves to maintain their rates is because they believe, and their belief seems to be shared generally by capitalists, that the placer mines of this country will be short lived and that within a few years the camp will be worked out and deserted and their railway property no longer profitable. That unless they get their money back in three or four years they will never get it.

It is also claimed on behalf of the company that to the present time they have paid no dividends, but that all of its earnings have been put back into new construction and equipment. It has been said, but whether true or not your committee have no means of knowing, that the earnings of the company during its first year of operation, was sufficient, if applied in that way, to have repaid the whole cost of construction. That the construction from Bennett to Whitehorse was actually paid for by the earnings of the previous season.

If this statement be true, that the earnings for one season were sufficient to repay the whole cost of construction, then it would seem to be beyond question that the rates were extremely excessive. As to whether the placer mines of the Yukon valley will be worked out in a few years and the population decrease, as has occurred in some other camps, your committee may be pardoned for calling attention to the fact that in no other placer camp in the world is the area of gold bearing gravel half so extensive. Commencing at the Porcupine district, which is near the headwaters of the Yukon river, an enumeration of the placer mining camps following the course of the Yukon river, in which paying mines are already at work, is as follows: Porcupine, Atlin, Hootalinqua, Stewart river, Sixtymile, Indian river, Klondike, Fortymile, Bagle City, Circle City, Koyukuk, Tanana, Mi-

nook, Cape Nome (beyond mouth of Yukon) districts.

The distance in a general direction between these points aggregates upwards of 2000 miles, containing 14 districts, as above stated, where paying mines have already been discovered and are at work. No one can possibly say that this vast area of country is thoroughly prospected as yet. In fact those most familiar with the country are of the belief that the gold bearing localities have not yet been half discovered and those that have already discovered been only in their infancy as to development.

The great key to this untold wealth is cheap transportation. If supplies on the Yukon cost five times as much as in California, the ground that can be worked must be five times as rich. The area of low grade gravel is vastly greater than the area of rich gravel. After much consideration your committee are moved to say that there is only one natural and final solution to the question of freight, tariff and transportation; this solution is that there must be more competition.

It has been observed by your committee that there has been under consideration by both the Dominion parliament and the parliament of British Columbia, applications for charters for railways which would, if built, become competing lines with the White Pass road.

Your committee would therefore recommend that a memorial be prepared and forwarded through proper channels to the Dominion parliament and the parliament of British Columbia, praying that such action be taken as would speedily insure the construction of a competing railway into the Yukon valley.

For Commendable Behavior.

Washington, Aug. 12.—The acting secretary of the navy, Mr. Hackett, today sent to Capt. N. H. Hall, who commanded the legation guard at Pekin during a part of the crisis there, a letter of commendation for the heroic services of those under his command during the trying circumstances. The department had previously sent a letter of commendation to Capt. Myers, who was the senior officer in command, but who gave way to Capt. Hall on being wounded. A similar letter would have been sent to Capt. Hall, but at that time he was under charges made by officials of the American legation, relative to his course during the siege. A court of inquiry, however, fully exonerated Capt. Hall. The letter of commendation is as follows: "The department desires to commend, in the highest terms, the legation guard under your command on July 21 to August 17, 1900. During this period each member of the guard behaved in the most creditable manner, under very trying circumstances. Especially are to be mentioned and commended Sgt. Edward A. Walker, M. C.; Corporal Martin, Hsint and John O. Dahlgren, M. C.; seamen Emil Spjogrand and Alexander Westermar, for their conspicuous conduct in defense of the legation."

ALONG THE WATERFRONT.

The Susie left for St. Michael Tuesday night at 9 o'clock. The Sarah is expected on Saturday the 24th. The Susie on her trip Monday brought 250 barrels of beer for the N. C. Co. The Wilbur Crimmins which recently brought down a noon of hay returns to Whitehorse at noon today. The Flora arrived at 9 o'clock Tuesday night with three scows in tow containing 160 head of beef cattle and four horses. She leaves this evening at 8.

The Yukoner brought in 172 tons of freight and 13 passengers Tuesday. She returned to Whitehorse today with a number of complimentary excursionists who will be transferred to the steamer Whitehorse when she is met.

Send a copy of Goetzman's Souvenir to your outside friends. A complete pictorial history of the Klondike. For sale at all news stands.

Shoff, the Dawson Dog Doctor Pioneer Drug Store.

Sell Your Gold

IN VANCOUVER The Government Assay Office Is Now Established There to Purchase Gold Dust.

Pays Same Price as Seattle. No Deductions. No Delays. Government Assay Office, VANCOUVER, B. C.

TROUBLE BREWING

Colombia and Venezuela Are Likely to Go to War.

Washington, Aug. 12.—The state department has authorized the American charge d'affaires at Caracas, Venezuela, to use his good offices for Colombia, in case the Colombian minister at the Venezuelan capital, leaves that country. Consul Russell telegraphed last week, asking information as to his course of action in case of the withdrawal of the Colombian minister, which apparently, was in contemplation at that time. The state department has no information as to whether Mr. Russell is fulfilling this temporary duty.

There have been no additional developments as to the situation on the isthmus of Panama, where the trouble is far removed from that along the Venezuelan border. Consul General Gudgeon's course in looking after the interests of Chinese along the isthmus is not in pursuance of any specific instructions from Washington, but follows a procedure established some 12 years ago in connection with points at which the Chinese were entirely cut off from official representation.

The navy department has now definitely determined to make use of the battleship Iowa, instead of the Wisconsin, for use on the Pacific side of the isthmus in case affairs become serious there. The Iowa is the flagship of the Pacific station, and as such carries the flag of Rear Admiral Casey. At last reports received here the admiral was on board the Iowa, but it is hardly probable that he will proceed further south than San Francisco.

The gunboat Machias has reached Norfolk and will probably sail for Colon tonight or tomorrow morning. Willemstad, Aug. 12.—The Colombian legation left Caracas today.

A YUKON TRAGEDY

Remains of Robert Aiton Found Near Head of Moosehide.

Details of another Yukon tragedy have just been brought to light. The victim of the tragedy was Robert Aiton, who surrendered his life after enduring untold agony from hunger and cold.

It is believed that Aiton met his death in 1898 although the details have only just become known. A few days ago prospectors camping near the head of Moosehide creek, discovered a heap of human bones. They were about to give the same decent interment but on the advice of Col. Donald MacGregor who happened to be in the same locality they decided to come to Dawson and inform the police. This was done and Constable Stewart named Ricard left for the scene of the gruesome find.

The bones were collected and buried. Near the remains were found a compass and a gold watch and chain which were taken care of by the police.

As nearly as possible the remains have been identified as those of the man named above, Robert Aiton. It is known that Aiton perished in the vicinity of the locality described in January of 1898. His comrades knew of his death shortly after it occurred but the remains were left unburied until the present time.

Will Visit Their Homes.

Chas. Rennie, cornetist, and Arthur Pinkus, pianist, two of the most popular musical artists in the city, left yesterday on the Yukoner on a visit to their homes. The former lives in Vancouver and the latter on the other side of the globe, at Bendigo, Victoria, Australia.

Wanted.

Good, live solicitor; good money. Apply at Goetzman's. Elegantly furnished rooms with electric lights at the Regina Club hotel.

ARE LOOKING FOR VICTIMS

Uncle Sam's Naval Corps Contain Many Baseball Fiends.

Baseball cranks are elated at the prospect of another game or two of America's national pastime. The members of Uncle Sam's signal corps, who arrived yesterday, are experts on the diamond and a game has been arranged with the Gandolfos. Should the company remain until next week two games will probably be played, one tomorrow afternoon and the other Monday. One of the "wig-waggers" upon being told the score of the last game played with Co. E. exclaimed, "Why, we'll have a regular tapscia if that's the way you boys play ball."

Notice.

The public are hereby notified that W. J. Barnes and A. J. Barber are no longer in any way connected with the Dawson City, Yukon and Alaska Directory and Gazette, and that they have no authority to make any contracts or receive any moneys as regards said directory for 1902 and 1903; the management and publication of same remaining with me.

M. L. FERGUSON, Publisher and Manager, Dawson, Y. T., Dawson, Y. T., Aug. 21, 1901.

Laymen Wanted.

Will give lay on my Eldorado, Bonanza and Gold Run creek mining claims to good miners possessing machinery or in position to procure machinery to work same.

C. E. CARBONNAU, Apply to 41 above Bonanza, or 12 Gold Run. p27.

Music Lessons.

I. W. Nordstrom, teacher of mandolin, guitar and cornet; terms reasonable. Call at residence, cor. Fourth ave. and Fourth st.

Dissolution of Partnership.

Notice is hereby given that the partnership lately subsisting between the undersigned, Allan R. Cameron and Chris Bartsch, carrying on business as meat dealers at Dawson, Y. T. under the name, style and firm of A. R. Cameron & Co., is this day dissolved by mutual consent and that the business will in future be carried on by the said Allan R. Cameron alone. Dated at Dawson in Yukon territory, this 15th day of August, 1901.

C. BARTSCH, A. R. CAMERON, Witness: GEO. BLACK.

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N. F. HAGEL, Q. C., Barrister, Notary, etc. over McLennan, McFeely & Co., hardware store, First avenue.

WADE & AHEMAN—Advocates, Notaries, etc. Offices, A. C. Office Building.

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MINING ENGINEERS.

J. B. SYBELL—Mining Engineer—Niposfield on or managed. Priorities valued. Mission St., next door to public school, and 46 below discovery, Hunker Creek.

SOCIETIES.

THE REGULAR COMMUNICATION of Yukon Lodge, (U. D. A. F. & A. M.), will be held at Masonic hall, Mission street, monthly, Thursday on or before full moon at 8:30 p. m. C. H. Wells, W. M. J. A. Donald, Secy.

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