

## THE WORK ON THE RIVER.

### Superintendent Charlson Tells How It Is Progressing.

#### A New Trail From Fort Selkirk to Caribou Crossing—Telegraph Line Below Selkirk.

Dawson was visited this week by the busiest man in the Yukon Territory; he is also one of the most important, and the affairs in his custody have an immediate bearing on the interests of our citizens. The gentleman is Mr. J. B. Charlson, superintendent of public works for the Yukon Territory, and he arrived in the city Wednesday on the W. S. Stratton, which he has leased for the season. A reporter was received very courteously and learned much of interest concerning the several public works now being prosecuted by Mr. Charlson.

The most important of the projects, and the one which is being pushed with most energy, is the government telegraph line from Skagway to Dawson, and as readers of The Nugget are aware it is now a considerable distance below Selwyn. A crew of about 100 men are constantly employed upon the construction, which is completed at the rate of five to seven miles a day, so smoothly does everything run. The corps of workers are accompanied by a fleet of scows, which are used respectively for cooking, sleeping, storage, etc. Those used for living purposes are scrubbed and aired daily for sanitary reasons, and as a result of these wise measures, together with other precautions, there has not been a single case of sickness in the party since they started work. Mr. Charlson expects to have the line to Dawson by September 15, though possibly not in permanent form, as he fears the arrival of the cable to be used in crossing the Yukon will be delayed. This is to be 4000 feet long and will be laid on the bottom of the river somewhere above the mouth of the Klondike, the latter stream to be crossed on poles. In case the cable is not received in time, the wire will probably be temporarily strung across the Yukon at some point near Moosehide, where the conditions are favorable. The government estimate of the cost of the line is \$150,000, and Mr. Charlson is justified now in believing he will keep it well within that figure. On Saturday last a message was sent from Fort Selkirk to Ottawa by Mr. Charlson, and everything was found to be in good condition on the line.

Next to the construction of the telegraph line, Mr. Charlson's most important work is that of clearing obstructions from the rivers and otherwise improving navigation. Thus far he has cleared the Fivemile river of dangerous rocks, placed buoys in that stream and thirty-mile river, and built a wing-dam at Caribou Crossing. He also purposes clearing a channel at Rink rapids and Five Finger rapids, but the water is too high there at present to enable the work to be prosecuted advantageously and he will wait until it gets lower. A lower stage of water will also enable him to select the best channel on which to work.

Our readers will also be interested in learning that Mr. Charlson is also constructing a highway from Fort Selkirk to Caribou Crossing, by which the distance between those two points will be reduced 100 miles. The road will run via Watson's valley and will be of a permanent nature, suitable for travel either summer or winter. A crew of 100 men under the charge of a Mr. MacArthur are now engaged on the road.

At White Horse rapids a pile driver is at work, and a 600-foot wharf will soon be constructed, the use of which will be free to the public. A crew of men are also there to construct a public highway from the head of the canyon to the foot of the rapids. A telegraph office has also been established at the

foot of the rapids, which is proving a great public convenience.

In the line of philanthropic work, Mr. Charlson is constructing a series of refuge shelters along the trail and will supply them with provisions, to assist unfortunate wayfarers during the coming winters. This is certainly a kind and wise act, and is an index to the character of the gentleman who conceived it.

Mr. Charlson is proud and grateful of the fact that only one accident has happened to the men in his employ, notwithstanding the large number. The exception was the drowning of Frank Richard, one of the surveyors, at White Horse rapids, and his death was due to direct disobedience of orders, Mr. Charlson having forbidden any of the men from entering the rapids. He speaks of Richard as having been an exceptionally fine young fellow, hailing from Sudbury, Ontario, and says he never felt so bad over anything in his life as he did over his untimely and sudden death.

Mr. Charlson, while here, inspected the plans for the government buildings to be erected at Dawson and took steps to hurry the work. He also laid in food supplies for the army of men working at the different points above. Mr. Charlson is an old time newspaper owner and editor of Canada, but he has been in the public service since 1886, and his uniform success in his department, his energy capability, affability and constant work in the interests of the public, suggests that the government will do well to draw more largely from the newspaper field for its official servants.

#### Yukon Council Meeting.

The Yukon Council resumed its sittings on Wednesday, the return to the city of Judge Dugas enabling a quorum to be present. Much accumulated business was found on hand, and the council will be kept busy for some weeks disposing of it. In addition to a discussion of the proposed public highways, the following business was transacted:

A communication was received from Isaac Birt calling attention to his crippled and infirm condition, his inability to collect a judgment for \$3000 against the bridge people, and consequently his inability to care for himself. He asked the council to defray his expenses out of the country, which it was decided to do, the government to take an assignment of the judgment as security.

The commissioner was instructed to have street and sidewalk crossings constructed at once, and the proper officers were given instructions to prosecute people who disobey the sidewalk ordinance.

Louis Clouture asked for an appropriation of \$1000 to repair trails on Hunker. Laid over.

The following projected ordinances were discussed: Requiring newspapers to register, respecting straying of animals, making the proposed wagon roads public highways, amending the liquor ordinance, and providing for the interdiction of one in the habit of drinking to excess, thereby wasting his estate and embarrassing his family.

#### Passing Belief.

Manila, June 13.—Yesterday afternoon a large crowd of natives, a few American officers and civilians gathered at the Paco cock-pits to see the sport. Suddenly a police officer appeared among them with a drawn sword, and in a loud voice proclaimed the whole gathering under arrest in the name of the United States.

The natives were panic stricken, and made a bolt to escape. Outside, they found a company of soldiers surrounding the pits, which terrorized them still more. In their fright they attempted to flee, when the soldiers at once opened fire. An unknown Filipino was shot through the head and killed in his tracks. Several others were reported to have been wounded in the fusillade. For the moment the wildest panic prevailed; men, women and children fled in every direction, in deadly fear of being mowed down like their kinsmen. Dr. Talbot went out to look up the stricken man, but discovered that a coroner was needed instead.

## FRESH MEATS! POULTRY!

Wholesale and Retail.

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Fresh Beef, Mutton, Pork, Turkeys, Geese, Chickens, Eggs, Lard,

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## OYSTERS AND CRABS

AT REASONABLE PRICES.

STEAMER LOTTA TALBOT,  
YUKON DOCK.

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## THREE ROADS ARE PROPOSED

### Yukon Council Insists on Building on the Hills.

#### But Will Build Auxiliary Roads in the Gulches if the Miners Are Agreeable to the Terms.

The Yukon council took hold of the public highways project in a body again Tuesday, and as a result it was wrested from the state of lethargy into which it had been allowed to lapse and given an impetus which, it is hoped, will not cease until the roads become an accomplished fact.

The first thing taken up in order of importance was the protest of miners against the construction of the proposed road on the ridge or top of the hills east of Bonanza, instead of in the gulch, as set forth in the last issue of The Nugget. It was given a full discussion, after which the council came to the following decision favorable to the miners:

The matter of the proposed selection of a route for the proposed wagon road to be constructed by the territorial government of the Yukon Territory was discussed in council at the meeting held this afternoon, and while it was considered that a wagon road along the top of the ridge between the valleys of the Klondike, Bonanza and Hunker creeks would be the best through road to Dominion and the other distant creeks, it would not serve the interests of the claim holders of Bonanza, Eldorado or Hunker creeks to the extent that was considered desirable. It was therefore resolved that a letter be sent to the claim holders generally on these creeks, submitting for their consideration the following facts:

If 90 per cent of the owners of the claims along Bonanza and Hunker creeks will bind themselves to respect the right of way selected by the engineer, acting for the commissioner of the Yukon Territory, the territorial government will consider such a wagon road along the bottom of the creek valleys or immediately adjacent, but the council feels that it would not be wise to construct a road along such a route and immediately have it torn up or destroyed by miners in operating their mines.

The question, therefore, is how far the claim holders along the creeks mentioned will agree to respect such a road and maintain it in good traveling condition. Should they agree to do this, the council will immediately proceed with the construction of the road.

The foregoing was placed in the hands of policemen by Colonel Steele and sent up the creeks for the information of the miners and they will be urged to give an answer without unnecessary delay. A policeman will also sound the men on the subject and get a gist of the sentiment in advance.

The council also instructed the commissioner to issue a call for bids for the construction of the highways, which was done the following day, but it is noticeable that the route described was the one to which the miners objected, namely, "from a point common to the valley of the Klondike river and Bonanza creek up the valley of Klondike to a stream known as Thomas creek, thence following the valley of this stream to the ridge between Bonanza creek, Klondike river and Hunker creek; along the said ridge to a point in the vicinity of Dominion creek."

Inquiry at the office of the commissioner developed the fact that the original plan is to be adhered to and a road built on top of the hills, as described, but another road will be built each in Bonanza and Hunker gulches, if the percentage of miners favorable to the terms is sufficient. The trail up Bonanza, if constructed, will probably connect with the hill trail at some point near McCormack's Forks. It is also contemplated to have the two mail trails connected at other points through the numerous gulches.

The tenders are to be made at a specified rate per mile and not for any specific distance, and are to be in the hands of the commissioner by 4 o'clock of August 26. The council reserve the right to reject any and all bids and to accept bids prior to the 26th. A significant paragraph in the notice reads: "It does not necessarily follow that the Yukon Territorial council will pursue the construction of the said roadway to the last named point this year, but the intention is to construct as much of it as possible with the means at its disposal."

The specifications prepared for the roads provide that they shall be 10 feet wide on top, with easy slopes; the brush shall be cleared 40 feet wide and the brush burned. All portions of the road requiring no grading shall have the roots grubbed out six inches below grade and stones shall be removed for the same depth. In moist places brush will be used for a covering with corduroy on top, and avenues for the escape of water made. Where the ground has small knolls, ditches are to be cut through and a good level maintained. No moss or muck will be allowed as a covering for the roadway, but small stones shall be used whenever possible.

#### Chance for the Charitable.

On Saturday, the 19th, the Salvation Army will commence its annual harvest festival effort in this city. The scheme is in aid of their social, missionary and general work. Gifts of money or produce are accepted. It may be of interest to state that the Salvation Army has now nearly 16,000 commissioned officers, besides its local officers and members. The gospel by these people is preached in twenty-seven languages.

Five thousand fallen women were taken care of in their various homes during 1898, over 75 per cent being found situations or returned to their homes. Their shelters for the homeless give a nightly accommodation for 12,000 and 26,000 are daily cared for. They have twenty-four homes for poor and abandoned children. District missionary operations are carried on among the heathen in the Tamils, Gujaratis, Bengalis, Marathis, Santhals, Zulus, Kafirs, Bechuanas, Mashonas, Maoris, natives of the Sandwich islands, Java and the Australian aborigines.

Donations of any kind will be thankfully received at the Salvation Army barracks, or the officers will call. Post office address: Salvation Army, box 113, Dawson.

Ladies' tailor-made suits, very cheap, at McLenahan's, opposite Pioneer Drug Store.

Reduced rates at the Cafe Royal.

Private dining and wine rooms at the Cafe Royal.

Beer, ale, porter and wines served to table guests on Sunday at Cafe Royal.