

BOARD OF TRADE MEETING.

Question of Taxation Freely Discussed

And "Turnover" System Generally Condemned—After the Scow Man—Many New Members.

The board of trade held a general meeting last night in their rooms in the A. C. building. The meeting was called to order by President Mizner at 8:30, and after the minutes of the meeting held February 27 for the purpose of reconstruction of the board were read and approved the committee on by-laws made their report which was unanimously adopted.

A communication from Washington stating that maps and codes of Alaska had been forwarded was read by the secretary.

The question of the taxation of the city was informally discussed by those present.

Mr. Thos. McGowan, in introducing the subject, stated that he had been informed by Gov. Ogilvie that the subject of taxation would be brought before the council at its meeting tonight and had been requested to get from the board of trade suggestions as to what the board thought would be the best system.

It was the general opinion that the present "turnover" system of taxation is unjust and that some more equitable system should be substituted.

Falcon Joslin said: "The present system of taxation is exceedingly hard and unjust. The man whose enterprise builds up a business has to endure the largest taxation. I would like to see the revenues raised from a land tax. The license system, wherever used and especially in Alaska, is very unpopular and causes a great amount of friction. I think a revision of the present ordinance modifying or eliminating the 'turnover' tax would be as good as we could do."

Mr. Fulda: "I am not opposed to paying taxes nor to bearing my full burden of the taxation, but I think the present system throws the entire taxation on the several large companies and that is not just."

Chas. Bossuyth says he would like to see a heavy tax imposed on the scow men who come in here and sell their cattle or merchandise at a profit of one to two hundred per cent and go right out again without spending a dollar in the country.

A letter from Peter Stell was read by the secretary requesting the board to adopt some kind of recommendation to be presented to the Yukon council whereby legitimate brokers and traders would have some protection against curbstone brokers and peddlers. A license fee of at least \$100 should be imposed on all traders and brokers.

President Mizner thought that a graduated system of license taxation, proportionate to the amount of business done by the various business houses would be the most equitable.

This view was taken also by Mr. Germer who thought that the business houses should be divided into three classes. The large companies paying \$2500, the middling classes \$1250 and the small traders \$400 or \$500.

Other members present expressed their opinions along the same line and a motion was finally made that it was the sense of the meeting that the present system of "turnover" taxation is unjust and detrimental to the best interests of the city and that the council of the board be instructed to meet and formulate plans for a new system of taxation to present to the Yukon council at its meeting tonight. The motion was unanimously carried and a meeting of the council was called for 4 o'clock this afternoon. The names of John L. Timmins, M. H. Jones, H. E. Stamer, B. F. Germain and H. T. Wills were proposed for and elected to membership. On motion the council of the board was authorized to receive applications for membership and collect fees and present same at the next general meeting.

A letter of thanks to the board for their expression of sympathy on the death of the queen was read by the secretary from Commissioner Ogilvie. The meeting then adjourned.

Big Log Contract.

L. L. James of the Yukon Fuel Company, has recently been given a contract to put in 1,000,000 feet of logs for the N. A. T. & T. Co. A gang of 30 men have been engaged and will leave early next week, taking a three months' outfit with them, for a point about 60 miles up the Klondike, where the logs will

be cut and floated down the river to the mill.

Mr. M. S. Whirley, a logger of long experience, has been engaged as superintendent and will have complete charge of the camp.

Champion Dog Team.

Mr. Peter Vachon, one of the A. E. Co.'s popular salesmen, now poses as the champion musher and driver of the crack-a-jack dog team of the Yukon. Last Sunday he left Dawson with C. Secolte's dog team with which he made the run to Eureka in nine hours and on the day following he came back, covering the distance in eight hours, which time included stops for meals.

LOCAL LINES OF RAILROAD

Will be Constructed by Thomas W. O'Brien and Associates.

On July 10, 1899, the Klondike Mines Railway Company was organized by Thos. W. O'Brien, of Dawson; Arthur Seybold, of Ottawa; Wm. D. Ross, of New Glasgow, Nova Scotia; Llewellyn N. Nate and Harold Buchanan McGovern, of Montreal, with a capital stock of \$1,000,000.

A right of way was applied for to extend from Dawson to Bonanza and Eldorado creeks, thence over the divide to Dominion and Sulphur creeks; thence to the Indian river and the Yukon and along the Yukon river to Dawson City.

By the last mail Commissioner Ogilvie received the following extract from a report of the committee of the privy council and approved by his excellency on the 4th of September granting to the Klondike Mines Railway Company their right of way:

On a memorandum dated the 27th of Aug, 1900, from the minister of the interior, submitting that he has had under consideration an application from the Klondike Mines Railway Company for the right of way over Dominion lands in the Yukon territory, the minister states that the company has filed with the minister of railways the plans and profiles of this proposed line and the representatives of the company state it is the intention of the company to file new plans and profiles which while following the same general route will to some extent alter the location of the railway. Under the new plans proposed to be filed it is intended to locate a line of railway on the higher ground so as to avoid interference with creek claims upon Bonanza and Eldorado and other creeks.

The minister is of the opinion that everything possible should be done to facilitate the early construction of the line of railway up Bonanza and Eldorado creeks, and he therefore recommends that under sub-section 2 of section 7, chapter 72 of the statutes of 1894 the route above last mentioned of the said Klondike Mines Railway Company, being a route from Dawson city to Klondike City, from Klondike City along the Klondike river to Bonanza creek; thence along the Klondike river to Bonanza creek; thence along Bonanza creek to the divide; thence across the divide by the most feasible route to Dominion creek; thence along Dominion creek to the Indian river; thence along the Indian river to the Yukon river; thence along the Yukon river to Dawson City, together with such branch lines of railway or tramway on the Klondike river and on Bonanza and Eldorado creeks and their tributaries as the company may desire within their corporate powers to construct be approved.

The minister further recommends that the said Klondike Mines Railway Company be granted the right to enter upon and occupy crown lands which may be found necessary for the proposed construction of their works, referred to in the preceding paragraph, and be also granted the right to enter upon and make use of the surface ground of any and all mining claims of any kind whatever, which it may be necessary to enter upon and occupy for the purpose of constructing the said railway and works mentioned in the preceding paragraph; the right of way shall not exceed 60 feet in width except where a large avenue is required for station grounds or other railway purposes. The railway company shall be required in all cases where a mining claim is entered upon or occupied to compensate the owner or beneficiary of such claim for actual damage only caused to such owner or beneficiary by the occupation of such claim by the railway company, such damages to be assessed in the manner provided by the railway act. Right of way herein provided for and authorized shall not be acted upon, nor shall any crown lands or mining claims be entered upon by

the railway company unless and until complete plans of the railway company's proposed line have been filed with the minister of the interior.

Mr. O'Brien in speaking of the proposed railroad to a Nugget reporter this morning, said:

"The plans and survey of our road were filed some time ago and we have simply been waiting to get the right of way before proceeding with the work. Now that our right of way has been approved work will soon be commenced."

SWAPPED HORSES.

Duncan Stewart Will Keep His Own Nag When He Finds It.

There is a good story going the rounds on Duncan Stewart today. Last Saturday he purchased a horse, one of the best in town and of good pacing qualities. Some friends of Mr. Stewart's, hearing of the stampede to Eureka, wishing to get a claim and knowing of Mr. Stewart's recent purchase and the pacing qualities of the animal, requested the loan of the horse to make the trip, thinking thereby to increase their chances of getting in on the ground floor by making quick time.

Mr. Stewart is a very obliging gentleman and consented to loan them his horse and sleigh. They made the trip to Eureka all right, put the horse into the barn at Cleveland's roadhouse, went up the creek and drove their stakes. On their return to the roadhouse they found a horse and a mule tied up in the barn. Hitching the horse to the sleigh they drove to town and turned the horse over to Mr. Stewart. Mr. Stewart looked at the horse for a moment and in rather a loud tone of voice asked:

"Where did you get that nag?"
"Why we got him where we left him," they replied in the same breath.
"That is not my horse," said Mr. Stewart. "Do you think I paid \$350 for a snale like that? Why didn't you bring in the mule, it was probably as good a horse as this one?" And other similar questions and many remarks were made by the gentleman to express his opinion of the men who could not tell a good horse from a broken down nag. A search party has been organized to locate the whereabouts of the missing horse.

COMING AND GOING.

The incoming mail left Stewart this morning and will be in this evening.

Fred Geisman, the good looking Grand Forks meat magnate, is in the city on business today.

A. P. Schulze and wife arrived in Dawson from Rortymile yesterday and are registered at the Regina hotel.

A. T. Beede and family have changed their residence from Sixth avenue and Fifth street to Col. Bowie's house on Third avenue north.

The Yukon council will meet in solemn conclave this evening when a large amount of important business will be up for attention.

Mr. Bechtel, dispenser of Healy cures at the Regina hotel received a telegram yesterday from his son Charles W., noting his arrival at Skagway and stating that he would probably leave White horse on the next C. D. stage.

Dick Fleming, the man who for the past three winters has, as chief of the Skagway fire department, saved that town intact in order that the settlers might turn it over in good shape to Capt. William Moore, is now in Dawson and will probably decide to remain. As a fighter of fire and manager of a hose or hook and ladder brigade, Fleming has few equals.

Will Petition Council.

A special meeting of the Board of Trade is called for this afternoon at 4 o'clock. The issue which calls the members together is the taxation problem which will soon be definitely settled by the Yukon council. It is understood that the Board of Trade will request the council to abolish the "turnover" system of taxation and in its place frame an order taxing property and charging a license for all mercantile operations. By this means it is thought sufficient revenue can be obtained to run the local administration.

People Inquired For.

The following missing persons are inquired for:

Geo. Wise Harrison, Los Angeles, Cal.; G. A. Healey, Fairhaven, Wash.; Alton M. Gorvin, Westville Center, N. Y.; George W. Britain, Ballard, Wash.; Charles H. Minto, Westmount; Robert Robertson, Shetland Islands; Elkanah Travis Bartlett, Gloucester, Mass.; Charles Pine.

Any information regarding any of the above should be given to the town police station.

Elegantly furnished rooms with electric lights at the Regina Club hotel.

Shoff, the Dawson Dog Doctor Pioneer Drug Store.

CREAM

Jersey, St. Charles, Carnation.

MILK

Reindeer, Eagle.

BUTTER

Scott's, Shoal Lake, Agen's, Elgin.

AT MILNE'S

First Ave. THE OUTFITTER Telephone 79

A Disagreeable Day.

Business in Dawson and on the various trails has been almost at a standstill today owing to the snow and windstorm which has been steadily blowing ever since early last night. The official thermometer marked only 4 degrees below zero last night but with the wind blowing with hurricane velocity that degree of cold is more penetrating and generally disagreeable than two months ago when it was 60 degrees below zero, and ice worms were numerous and blue snow threatened.

Murphy Bros. of the Bonanza Market received by special team the advance shipment of Ripstein's stock which is coming in over the ice. The firm has now on display a fine lot of turkeys, chickens, loins of pork and also some choice creamery butter.

Best assortment of Klondike views at Goetzman's the photographer.

For choice meats go to the Denver Market.

Any kind of wine \$5 per bottle at the Regina Club hotel.

When in want of laundry work call up 'phone 52. Cascade Laundry.

Fine fresh meats at Murphy Bros., Third street.

Fresh cabbage at Denver Market.

Kodaks bought and sold. Goetzman.

SPRING JACKETS

AND SUITS

In Brown, Black, Blue, Grey, Tan and Mode—Stylishly made and handsomely trimmed

A. E. Company

...GREAT SPORTING EVENT...

Frank P. Slavin vs. Wm. Devine

10 - ROUNDS - 10

Savoy Theatre, Friday Evening, March 15

Admission \$2 Reserved \$3 & \$5 Stage \$7.50

GOING OUT?

Travel in Comfort and Make Quick Time

C. D. Co.'s Fast Passenger Stage

Leaves Dawson for Whitehorse Twice a Week

Wednesdays and Saturdays at 6 a. m.

Royal Mail Service

"White Pass and Yukon Route."

A Daily Train Each Way Between Whitehorse and Skagway

COMFORTABLE UPHOLSTERED COACHES

NORTH—Leave Skagway daily, except Sundays, 8:30 a. m. Bennett 12:15 a. m. Arrive at Whitehorse, 5:15 p. m.

SOUTH—Leave Whitehorse daily, except Sundays, 8:00 a. m. Bennett 1:25 p. m. Arrive at Skagway, 4:40 p. m.

E. C. HAWKINS, General Manager

J. FRANCIS LEE, Traffic Manager

J. H. ROGERS, Agent