

The Klondike Nugget

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LETTERS.
And Small Packages can be sent to the Creeks by our carriers on the following days: Every Tuesday and Friday to Eldorado, Bonanza, Tanker, Dominion, Gold Run, Sulphur, Quartz and Canyon.

THURSDAY, AUGUST 22, 1901.

\$50 Reward.

We will pay a reward of \$50 for information that will lead to the arrest and conviction of anyone stealing copies of the Daily or Semi-Weekly Nugget from business houses or private residences, where same have been left by our carriers.
KLONDIKE NUGGET.

FOR EXISTENCE.

The fight which the people of this territory are now conducting in an endeavor to secure redress from the despotic treatment which they have received at the hands of the White Pass Railway, is nothing more nor less than a struggle for existence.

We believe it to be the settled conviction of the great majority of the territory's inhabitants that the district furnishes every advantage and opportunity requisite to the maintenance of a permanent population. The area of the known gold bearing district as yet unworked is so extensive, as to warrant the claim that under anything like favorable conditions, employment for thousands of men will be furnished for an indefinite number of years.

Acting upon this conviction the business men of Dawson as well as the successful mining operators of the district have invested heavily in the country and their faith in the future of the country has not been misplaced.

The policy pursued thus far by the management of the White Pass has been directed along exactly opposite lines.

Instead of exhibiting a reasonable degree of faith in the permanent nature of our resources they have from the beginning acted upon the theory that the country is for a day only. In the pursuit of this policy they have set themselves to earn within the course of a single season a sum equal approximately to the entire amount of their invested capital.

When it is remembered that the railroads which have paid any return whatsoever during the first few years of operation are very, very few, the absurdity of the position occupied by the White Pass management becomes at once apparent.

In its greed to drain the territory of its life blood, the railroad company has unwittingly overstepped the mark. Its profits for the current season will not approach the amount expected and as a result of its selfishness its business for next year at this moment is in jeopardy.

The country will not maintain population unless men are enabled to engage in mining and other occupations at a profit. And without population the railroad company cannot continue operation. Freight rates must be lowered or later the country will be depopulated.

We repeat, the fight now on is a struggle for existence itself.

SHOULD BE REMEDIED.

The present period in the history of the Yukon territory may perhaps be termed with propriety "the inter regnum." For the time being the territory is without a chief executive, and there is no one with authority to fill that position.

It seems very peculiar that in

providing for the administration of affairs in the territory the federal government should neglect to make provision for such emergencies as the one by which the district is now confronted.

It is by no means an unusual thing that the governor of a territory should find occasion to leave the district over which he presides but it is something extraordinary that no preparation should be made for filling his office during his absence.

It is altogether likely that no serious results will occur in the present instance, particularly if Commissioner Ross returns to Dawson before the close of navigation, as was his expressed intention before leaving.

It is quite evident, however, that an important omission has been made in providing for the administration of Yukon affairs—an omission which may some time lead to disastrous consequences.

It is matter which should be taken up with the Ottawa authorities as soon as possible and adjusted as promptly as possible.

Our two contemporaries the News and the Sun have become so nearly alike in appearance, opinions, etc., as to cause a great many people to wonder if the same hand is guiding the destinies of both. Politics, it is said, sometimes makes strange bed-fellows, and influential railroad corporations have before this been known to accomplish similar results. Our good friend the Sun is coming to be looked upon and quite properly too, as a sort of morning edition to the Evening News.

ROUND HOUSES

For Protection of City's Water Pipes this Winter.

The Dawson Water and Power Co. are now commencing preparations for the maintenance of the water supply for the winter. The method proposed will consist of small houses put over the faucets in which fires will be kept burning all the time.

This year instead of the houses being made of wood they will be of galvanized iron with a lining of asbestos several inches thick which will make them absolutely fire proof and at the same time strengthen their resistance to the frost.

The buildings will be circular in construction, with a diameter of eight feet; seven feet in height, and will have a pointed roof. It is the intention to have one of these houses on the corner of every block which will give a greatly improved service over last year.

Work on the buildings will be commenced at an early date so that they will be in readiness as soon as the weather becomes threatening. When put in place at the corner of every street they will give Dawson the appearance of an Indian wigwam village.

Gold Star Will Be Sold.

The steamer Gold Star, the property of Capt. Nixon who skipped out so unceremoniously a couple of weeks ago, will be sold at auction by Sheriff Billbeck, marshal of the exchequer court, on Saturday, August 31, to satisfy the claims for wages held against her by members of the crew. The steamer is now lying at the Standard Oil Company's wharf.

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SMUGGLING BY WHOLESALE

Chinese Said Opium Are Being Taken Into the States

Uncle Sam's Revenue Cutter McCulloch Is Running Down the Smugglers—A Bold Scheme.

Santa Barbara, Cal., Aug. 12.—Discoveries have just been made which are believed to establish conclusive proof that wholesale smuggling of Chinese opium from British Columbia into the United States, through Santa Barbara, has been carried on. It is not known when the trade began, but it is believed that operations have extended over a period of several months and that unregistered Celestials have been dumped into this vicinity by the score. The revenue officials were notified of smuggling several weeks ago, and for three weeks the revenue cutter McCulloch has been cruising in the waters of Santa Barbara channel, in the neighborhood of Santa Cruz, Anacapa, San Nicholas and San Miguel islands in search of evidence with which to convict the parties under suspicion. It is known that the McCulloch has been searching for the Kate and Ann, which has been suspected of landing Chinese at Santa Barbara, for several months past. The vessel has been overhauled in the past, but has always succeeded in clearing herself. Other vessels of similar pattern, which are well known in this port, are believed to be engaged in the business.

The scheme which has operated so successfully is simple and easily carried out. Lumber-laden vessels leave the Sound for Southern California points and after getting well out to sea, run over to Vancouver, B. C., and pick up Chinese, who are ostensibly shipped as part of the crew. Some of these vessels put in at Port Harford, San Pedro, and other ports with crews more than twice as large as necessary. When sailing for the north the crews consist almost exclusively of white sailors.

Another method adopted is the landing of Chinese on one of the islands in the channel, and they are then brought to Santa Barbara as fishermen. No less than 25 of these alleged fishermen landed in Santa Barbara during the past week, and it is almost certain that none of them ever returned. There can be no question that they immediately depart, as a rule, for Oxnard and Santa Maria, where hundreds of Chinese are employed in the fruit and vegetable factories.

The illicit operations are not confined to Chinese traffic. Opium smuggling has also been carried on to a considerable extent. Not long ago a cache was discovered near Gaviota, a short distance up the coast. A farmer whose property runs to the beach saw a skyrocket shot into the air from a vessel a few miles out at sea. Shortly after a rocket was sent up from the land about a mile below his premises. Curiosity prompted him to investigate, and a short time after reaching the spot from which the rocket had been sent he saw a boat land and discharge a quantity of stuff, which was buried. The next day he visited the place and found the packages contained opium. The matter was reported to the authorities, but when they arrived they found that the opium had been removed.

Several instances of a similar nature have been reported along the coast within the past few months. It is believed there is an organized gang of smugglers at work.

Peremptory Cases.

The following are the cases on the peremptory list ready for trial in the territorial court this week:

- Tuesday—Bonnsfeld vs. Davis; Malstrom vs. Makela; Davis vs. Hughes; Wharton vs. Miller.
- Wednesday—Small debt procedures.
- Thursday—Cooper vs. Chariton; Dndrea vs. Fandozzi; Falconer vs. Jewell.
- Friday—Milne vs. Willison; Neider vs. Uran; Lewis vs. King.

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AN IMPORTANT ENTERPRISE

Hams and Bacon Will Hereafter Be Resmoked.

Northern Commercial Company Has Fully Equipped a Plant for That Purpose.

The Northern Commercial Co. has established and is now operating an enterprise which if installed in the early days would have saved the A. C. Co. a sum of money almost incredible. "During the past four years," said W. H. Fairbank, "the A. C. Co. has lost fully \$250,000 on hams and bacon by deterioration owing to the firm not having the necessary facilities for properly caring for those commodities. We have even this year a big stock of hams and bacon which are almost a total loss as we are selling all of last year's stock for dog feed. This stock is not allowed to get into the hands of curbstoep brokers for speculative purposes, but is sold only for dog feed. Downing the mail man bought ten tons of this bacon. You can see that we lost on last year's shipments big sums of money as in fact we have done every year previously. We now have in operation a smoke house and all fresh stock arriving to us this season will be treated the same as is the custom in the big packing houses of the East."

Upon the Nugget man evidencing a desire to see this plant Mr. Fairbanks accompanied the writer to the scene of operations. The wara storage warehouse formerly owned by the Empire line has been converted into a packing house in which, for the first time in this county hams and bacon are kept in warm storage. Some 35 tons of these staples are now stored there the principal part of which has been shipped via the White Pass this season, smaller consignments coming up stream on the N. N. Co.'s boats. As soon as the goods arrive they are immediately unpacked, washed and scrubbed and then put in the smoke room where over a spruce wood fire they are thoroughly resmoked.

About three tons of meat is treated on each smoking after which operation the stock is placed in the big storage room where at present some 35 tons of hams and bacon is now hung. This stock is without question wonderfully improved in appearance at least by the treatment for not a sign of mould is discernible on a single ham or slab of bacon in the entire length of the storage house. The building is a two story edifice with communication between the upper and lower floors by means of a huge elevator, the meats by this means reaching the smoking room which is built about 20 feet above the furnace room on the lower floor. Mr. Richard Huzzy is looking after this part of the N. C. Co.'s business he being a graduate from the Cudahy Packing Co., of Chicago.

Dr. Duncan's practice is being attended to while he is away by Dr. Alfred Thompson, room 3, Aurora building.

Wanted—10,000 gunny sacks. Highest price paid. N. A. T. & T. Co.

IS IT COLD ENOUGH?

DON'T YOU THINK it is time to buy your fall clothes? We have a big line of fine clothing in medium heavy weights—the kind that will outlast the fall and can be worn with safety and comfort this coming winter. All perfect fitting garments, tailor made and cut from the latest patterns. Don't neglect buying heavier underwear. It is poor economy to continue wearing your summer underclothing. A little bill from our friend the doctor will emphasize our meaning. Take care of yourself.

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POOR SALE—General merchandise store and stock at Grand Forks. Fine location. For particulars address Johnston & Safford, Portland, Ore.

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Capt. Green, Nora;
Capt. Bailey, Ora.

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R. W. CALDERHEAD General Manager

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both ways, and between about 3000. These estimates passengers of horse by scores would probably thousand; so get business of 1000 may be. Freight by horse, 20,4 way of St. M. passengers by ways), 11,000. By reason transported, rates, it is what price freight brought for freight a horse would by way of St. The charge Whitehorse and by way of Tabulated, the passenger but gate paid the lows: Freight by 627 tons at freight by 1 tons at 300 engers by way \$100, \$300, Whitehorse. It will the expenditures the freight tion aggreg \$4,388,139 for the press be from to On account No. and the the steamer Dawson, the troited by a river busi Navigation river busi Yukon River The trans lower river distance abo by the upper every reason passenger bu river will ra way of the proportion consumed from Pacific Michael is with a m which good say of the upper river seen delive Dawson with Your co given their transporta river, on-a importance. It will be the steamer in the past trippest to the river, and the be paid dur at least 90 Pan. K. Y. really a m business. 7 tons of 110 gups) ext Whitehorse, load of na on river Whitehorse river, the 50 Dawson to miles. You wholly unad original in a Yukon to and 18 con what percent from the freight and the rates th from an it come to be with all of freight rate tion which this case the lower r rates appear some what of Whiteho that their their river important a period of their steame ed in them no revenue their 110 m difficulty a from drifts be so great other railro ranges, the same tonnage, of the or the phone per to wayway not exceed