

FERRY ROAD IS BEGUN

Leading Around Bluff to West Dawson

To Consist Entirely of Rock Work and Will be an Expensive Undertaking.

Today the department of public works will begin construction on a very important piece of road work which though it will be the shortest of all the roads so far built in the territory, less than a quarter of a mile, yet will be by far the most expensive. The little stretch of the King's highway referred to will run from the landing of the Hubrick ferry on the opposite side of the river to West Dawson following around the bluff with a very slight grade and be of the regulation width of wagon roads, connecting with the trail leading to the Sixtymile district. There is a strong probability of the trail being widened next season so as to accommodate wagons and the road around the bluff would then have been a necessity more than it is now, though it is needed badly enough at the present time. When the cable ferry was put in operation this spring it ended sheer against the bluff and some outlet was at once required not only for pack animals but foot passengers as well. Hubrick with the assistance of private subscriptions donated by a number of the first avenue merchants built a trail leading to the top of the bluff but it is so steep that an empty wagon is a load for a team. At the meeting of the Yukon council last week a petition was presented asking for the construction of a proper road around the bluff and the council generously acceded to the request at once.

The building of the road will consist almost wholly of rock work, it being necessary to blast out the roadway from the solid and in places precipitous bluff. Ten experienced rock men are at work which is as great a number as can labor at an advantage. The number of cubic yards of rock it will be necessary to move has not been computed, but the length of time such will require, but from the character of the work it can be easily seen that it will be the most expensive road, considering its length, that has ever been constructed in the territory.

Happily Married

Saturday evening at 8 o'clock a very pretty home wedding occurred at the residence of Mr. and Mrs. D. J. Jenkins on Ninth avenue between Princess and Harper streets. The contracting parties were Mr. Joseph West Wilson, a pioneer of the days of '98 and for several years on the staff of the postoffice, and Miss Sue Schell Oliver, a daughter of Mr. F. W. Oliver, manager of the Dominion Express Company, of Victoria. Miss Oliver arrived in the city on the Dawson Friday evening, having made the long trip of fifteen hundred miles for the purpose of marrying the man of her choice. The ceremony which is intended to have irrevocably joined the twin was performed by the Rev. Mr. Warren, of St. Paul's church, there being present only a very few of the groom's most intimate friends. The bride, attired in a handsome tailor-made traveling gown presented a beautiful appearance. She is tall, stately, with a wealth of dark hair, a superb figure and a carriage that is the personification of grace. The happy couple will shortly be at home on Eighth avenue near the corner of Harper.

Concert Last Night

The first Sunday concert to be given this season was that at the Auditorium last night under the auspices of the Dawson Mandolin Club. The orchestra numbered fourteen pieces, the instrumentation being similar to the typical Spanish orchestra and somewhat of a novelty to Dawson audiences. The ensemble playing was very enjoyable, the absence of any reeds or brass having the effect of producing that soft, sensuous music which is the delight of the Latin races of the sunny south. Others who assisted were John Mulligan in feats of juggling, Miss Katherine Krieg, who sang a beautiful solo with a violin obligato by Mr. Freimuth, and E. P. Loper, the cornet virtuoso, in selections. Miss Krieg and Mr. G. H. McLeod delighted the audience with a duet. Mr. Freimuth played a solo as he alone is capable of doing, and Miss Helen Jewell favored with a couple of her best songs. But one thing occurred to mar what would otherwise have been a perfect evening. There were several lengthy waits which, spoiled unparadise, but even that could have easily been overlooked had not a number of misguided youths who gave evidence of having been raised in a barn and seemed to fear that some of the audience would not know they were present, began a vigorous stamping with their feet between the first and second parts of the program. Such hobo actions were expected several

MACHINES BURN

Comments on Roosevelt's Opinion of Trusts—Peculiar Political Conditions.

Up to Billions.

Washington, Aug. 28.—The interstate commerce commission has issued a summary of the report on statistics on railroads in the United States covering the year ending June 30, 1901. The number of railroads in the hands of receivers on that date was forty-five, a net decrease of seven as compared with the corresponding date of the year previous. Including tracks of all kinds the aggregate length of railway mileage was 265,366 miles, an increase of 6,228 miles. The number of persons in the employ of the railroads of the United States, June 30, 1901, was 1,071,169, or an average of 548 employees per hundred miles of line. As compared with June 30, 1900, the number of employees increased 53,516. The amount of railway capital outstanding was \$11,688,177,991. This amount on a mileage basis represents a capitalization of \$61,568 per mile of line. The number of passengers carried was 607,288,182, showing an increase for the year of 30,412,891. The number of tons of freight carried during the year was 1,089,236,440, a decrease of 12,453,798. The gross earnings from the operation of railroads in the United States were \$1,588,526,037, being \$101,481,223 more than for the fiscal year 1900. The operating expenses were \$1,030,397,370, having increased in comparison with the year preceding \$68,965,759. The total number of casualties to persons on account of railway accidents was 6,794; the number of persons killed having been 8,455 and the number injured 53,539. Of railway employes 2,647 were killed and 11,142 were injured.

INGERSOLL'S APPOINTMENT

Cleveland O., Aug. 25.—Announcement is made by the Lake Shore Railroad of the appointment of E. R. Ingersoll as North Pacific Coast freight agent of that company. He will develop a new territory for the Lake Shore which has never been acquired before by a representative of that company.

Triumph for Nance O'Neil

London, Sept. 3.—Nance O'Neil, an American actress, presenting "Magda" for her London debut at the Adelphi last night, made a daring challenge for comparison with Sarah Bernhardt, Eleanor Duse and Mrs. Pat Campbell. Miss O'Neil displayed some nervousness, but aroused the big audience to enthusiasm in the climax of the third act and got a good reception. The play was well staged and the company included McKee Rankin.

Building Dedicated

Philadelphia, Sept. 2.—The National Orange Home at Harbor, twenty miles north of this city, has just been dedicated by Orangemen. The new home is under construction and will be open to all orphan children of Protestant parentage. Men prominent in the Orangemen's order from all over the country were present. The new building was presented to the board of directors by David T. Graham, of New York, imperial grand master of the Orange men of the world.

LONDON BUDGET

British Iron in American Markets

Comments on Roosevelt's Opinion of Trusts—Peculiar Political Conditions.

London, Aug. 26.—The increased demand for British iron from Chicago, New York and Philadelphia has sent prices up here. A report that orders have been received for 30,000 tons has not been confirmed with authority, but the American demand for manufactured iron and steel has sufficed to stiffen prices and to compensate for declining trade with India and Australia, and the stagnant conditions in South Africa. When the United States steel combination was formed there was a general conviction among British ironmasters that there must be a defensive movement among manufacturers here, and in Germany and Belgium. The exports of iron and steel from those countries has been increasing steadily since December, and the effect of the United States trust is not regarded as it was last year. The British market has not been converted into a dumping ground for United States iron and steel, and prices have risen with the increased demand for export to the United States. The comments of the English press on President Roosevelt's utterances on the trust problem are colored by the anomalies of these recent experiences that foreign competition would be more serious without combinations than it is with them. That is the teaching of recent trade with Germany, where exports to England are now regulated by cartels and syndicates, and where the cheapening of prices has been prevented, even when times were hard. The same moral is also drawn from the statistics of the United States trade in iron and steel with the United Kingdom. The first effect of the enormous manufacturing combinations in the United States has not been detrimental to industrial interests here, except that working people and consumers have suffered in some instances from the increased prices of food supplies. HIGH TARIFFS CREATE ABUSE. President Roosevelt's utterances on trusts are pronounced both temperate and logical by the English press, since combinations serve some useful and legitimate purposes, yet require, in extreme instances, rigorous control by the national government. English journals fall back upon the familiar generalization that nations with high tariffs are exposed to greater risks of abuses of industrial combination than nations with low tariffs. CAPE POLITICS. The anomalous political conditions in Cape Colony are causing uneasiness among government journals here. Sir J. Gordon Sprigg, with Mr. Chamberlain behind him, is completely at the mercy of the Bond, and royalists are dependent upon the magnanimity of the Dutch for indemnity legislation. Suspicion is aroused that the Bond will exact high compensation for political support, and that the Cape premier will be forced to make embarrassing concessions respecting an investigation into the application and methods of martial law. The revival of the mining industry in the Rand is retarded by the unsettled political conditions of Cape Colony. VOLUNTEERS FOR THE PHILIPPINES. A silly rumor was current here yesterday to the effect that the United States government was anxious to secure British soldiers who had fought in South Africa for service in the Philippines. It was stated that about a dozen khaki-clad warriors were being turned away every day from the United States embassy and it was further implied that Colonel Thorneycroft, who was in command of the summit of Spion Kop, when Sir Charles Warren ordered the position to be abandoned, was organizing a regiment which was to fight under the American flag. Almost every particular of this story has been flatly contradicted by Mr. Craig W. Wadsworth, third secretary of the United States embassy. It appears that about a fortnight ago a British officer who had held a subordinate command in South Africa, called at the embassy and volunteered the services of himself and about two hundred other veterans of the Boer war. The officer's identity has not been disclosed, but he was certainly not Col. Thorneycroft. Mr. Wadsworth politely informed him that the United States did not require British aid in the Philippines. The freighting soldier took his departure deeply disappointed, and there the incident ended. A BUSINESS THAT PAYS. Rome, Sept. 2.—Official statistics show that 954,000 foreigners visited Italy from January to June of this year. The total revenue, from these foreign visitors is estimated at \$70,000,000.

GEN. BOTHA THE DUTCH LEADER

TO STUDY AMERICAN RAILWAYS

LORD WOLSELEY'S OPINION

PARCEL POST TO UNITED STATES

New York's Colored Tracy

EMIL STAUF

Get Others Prices

T. W. Grennan

Pacific Coast Steamship Co.

Alaska, Washington California, Oregon and Mexico.

White Pass & Yukon ROUTE

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Regular Service Between

EAGLE CITY AND FORTY MILE

...The Fast... Str. Zealandian

Alaska Flyers

...OPERATED BY THE... Alaska Steamship Co.

DOLPHIN AND HUMBOLDT Leave Skagway Every Five Days

SCHEDULE

DOLPHIN leaves Skagway for Seattle and Vancouver, transferring to Victoria, Sept. 11; Oct. 1, 11, 21, 31. HUMBOLDT for Seattle direct, transferring to Vancouver and Victoria, Sept. 6, 16, 26; Oct. 6, 16, 26. Also 1 Steamers Drigo and Farallon Leaving Skagway Every 15 Days.

FRANK R. BLISS, Sup't. 605 Post Avenue, Seattle. ELMER A. FRIEND, Skagway Agent.

The Strange Disappearance of Edmund Justican.

By ADELINE SERGEANT.

I had chosen the Mont Cenis route from Turin to Paris, and congratulated myself upon having found a travelling companion who seemed congenial. I did not know his name, but, curiously enough, I had come across him two or three times in the course of my travels in Italy; once in Venice, twice in Florence, and in a little village on the Italian Riviera, where we had lunched together on macaroni and risotto, with a bottle of rough, red Italian wine between us. I greeted him, therefore, almost like an old friend, and bestowed upon him and my belongings in the compartment which forbade me to take liberties. Yet he was only a young man, not thirty, I should think, with a decidedly pleasant appearance. He was of middle height and good figure, well and suitably dressed, and his face, although a little thin and grave, was a striking one, with fine features and the soft, beautiful eyes of the born dreamer. His hands, too, betrayed the artistic temperament. They were long, narrow, with thin white fingers, pointed at the fingertips. A long, hot day drew to its close, and I was sorry to observe that we should soon be able to see very little of the exquisite scenery through which we were passing. The lovely valleys down which the rushing torrents leaped, the distant mountains, the pine-covered hills, would soon be lost in the darkness of night. What I also regretted was that there was no full moon, we might possibly see very little of the entrance to the great Mont Cenis tunnel, which we should approach almost probably about 11 o'clock at night. During the evening a good many of the passengers had hung about the corridor windows, walking up and down and gazing at the scenery, but as night came on, one by one they dropped back into their seats, and in most cases began to partake of the evening meal, which, if wise, they had brought with them. But Mr. Justican seemed to have made no provision for eating, he had neither sandwich nor fruit, and he declined a share of mine, or of the red wine which I offered to him. "Thank you very much," he said to me. "But I believe I will go to a station soon, where there is a buffet at which I can get everything I need." "Monsieur is mistaken," said the Abbe in the corner. "At least I know of no station where we stop for any length of time, until the four in the morning." "I think I shall be able to get something before then," replied Mr. Justican, with a polite bow to the Abbe. And after this, he too, began to pace up and down, as though he wished to stretch his cramped limbs, after so many hours in a railway carriage. He stayed some time, I saw, his figure pass and re-pass the window, but at last I saw it no more, and conjectured that he was either chatting to the conductor, or smoking at the further end of the corridor. By this time it had grown quite dark. The train was moving at a small pace, for we were maintaining a very steep incline, and I prepared myself for my night's rest, though wondering a little at the conduct of the official had entered the carriage and was trying to arouse me. The Abbe and the French lady seemed to be wide awake, but the corner opposite my seat was empty. "Monsieur is a friend of the gentleman who sat there?" the blue-coated man demanded, with a somewhat anxious expression of countenance. I shook my head. "Not a friend. I have seen him two or three times before, but I cannot be said to know him. Where is he, by the way?" "He must have changed his carriage," said the man. "But I see he has left his luggage behind!" "It would be well," said the Abbe, with great tranquillity, "if Mr. le Conducateur would search the other compartments for him, without troubling our repose further. The gentleman you seek went out in the corridor between 10 and 11 o'clock, and has not been here since." The man looked at us silently. I learnt afterwards, that he had already made the tour of the carriage, but it was not all at once that the state of things made itself clear to us. The gentleman whose luggage was labelled Edmund Justican was apparently no longer in the train, every corner of which had been searched in vain. He was gone—absolutely gone, and only his luggage remained behind, with the exception, as we now noticed, of the black bag, which he seemed to have carried in his hand. Of course there was quite an uproar when this fact became known. It was suggested that the Englishman had committed suicide, or, again, that he had had a quarrel with someone, and been flung out of the carriage. In any case it seemed terribly certain that his body would be found near the rails at some point he had travelled since 11 o'clock, for if there was one thing of which the officials had assured themselves, it was that the train was no longer a passenger by that time. We were hoisted by the police before we steamed into the next station, and some of us were detained for a few hours in order to give evidence, while the wires along the line were worked incessantly, in the effort to discover the body of the missing man. But curiously enough the search was without result. Every inch of the line was explored, the tunnels were searched, the embankments carefully surveyed, but there was no trace to be found of any accident. No dead body, no stain of blood, no shred of clothing could be discovered to tell its own tale. Edmund Justican, it that were his name, seemed to have vanished as completely as if he had been a duelist of another world. (Continued in Tuesday's issue.)

A WOMAN'S WORK IS NEVER DONE when she has a man to reform. Life.

Job printing at Nugget office. Ladies Storm and Trimmed Dress Skirts JUST IN. SPECIAL VALUES. SUMMERS & ORRELL, 2nd Ave.

Wall Paper 15c Per Roll DOUBLE ROLLS. COX'S WALL PAPER STORE. Second Ave., Three Doors North Pioneer Drug Store.

Signs and Wall Paper. ANDERSON BROS., SECOND AVE.

White Pass & Yukon ROUTE. B. Y. N. CO. Regular Service Between EAGLE CITY AND FORTY MILE. ...The Fast... Str. Zealandian.

Alaska Flyers. ...OPERATED BY THE... Alaska Steamship Co. DOLPHIN AND HUMBOLDT Leave Skagway Every Five Days.

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SPECIAL TRIP! STEAMER "LA FRANCE" WILL SAIL FOR... DUNCAN LANDING, STEWART RIVER WEDNESDAY, SEPTEMBER 17th For Tickets, Rates, Etc., Apply Merchants Transportation Co. R. W. CALDERHEAD, Manager. L. & G. DOCK.

British Troops. Johannesburg, Aug. 26.—A strong force of British troops has been dispatched to the western borders of the Transvaal, ostensibly to relieve troops ordered to India, but it is currently reported that this step is taken owing to disturbances among the natives. Rumors are also current here of an intention to annex or establish a protectorate in Swaziland, where a strong force of constabulary is now posted.

Opera Season Opened. Covent Garden was opened last night with "Carmen," Richard Eckhold being the conductor of the orchestra. Music-lovers were surprised by a re-

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Whitehorse, 2 P. M. Dock, Boiler engine, ICE, Route, amers, ot. 13, Dawson, ayway, Dawson, td.