

ANNUAL FREIGHT SCHEDULE ADOPTED

By the White Pass & Yukon Route for Present Season.

Agent Rogers, of the White Pass Route, arrived in Dawson Saturday afternoon bringing with him a copy of the new freight schedule which will go into effect this coming season and a condensation of which is printed below. He authenticates the report published in the Nugget that an agreement has been entered into between the companies operating steamers on the lower river and the company which he represents. The same rate will be charged by these companies for freight as that charged by the W. P. R., save that a differential in favor of the St. Michael route is allowed of \$10 per ton. In future all merchandise shipped through any of the big companies will be charged for according to actual weight, this being the system adopted by the W. P. & Y. R. as well as the lower river transportation companies. No more measurements will be taken, consequently a shipper can tell exactly how much a given consignment will cost to bring from coast points to Dawson. In speaking of the new schedule Mr. Rogers said: "It is a reduction of from 15 to 25 per cent over the rate of last year and is a greater reduction than at first glance would appear, for we will allow a shipper to come under the rate of the total number of tons he ships during the entire season, he to pay the regular rate for each shipment, but to get a rebate on his entire tonnage as soon as his shipments are completed. Thus a consignment of five tons in class A will cost \$135 per ton; if five more tons are shipped a rebate is given on the first shipment, and the second lot as well as the first, is charged for under the ten ton schedule which would be \$125 per ton and so on up to the rate given on 500 ton lots.

"I have not received the rates on hay and grain, but it is my impression that about the same charges will be made as last year with a possible reduction in oats.

"The following statement compiled by our company and forwarded to our different agencies will give a general idea of the advantages of the year's rate over that of 1900."

The rates on staples, such as canned goods, flour, etc., also iron goods and ordinary hardware and mining machinery, will compare as follows. In 1900, \$185; 1901, \$120; reduction, \$65.

1900 the rates were as follows: General merchandise, less than 5 ton lots, \$145 per ton of 55 cubic feet; 5 tons and over, \$125. Mining machinery, 5 tons and over, \$115.

Against these are shown proposed rates for 1901 as follows:

Very small lots, under 5 tons, 1900, \$145; 1901, \$135; reduction, \$10; 5 tons and under 10 tons, 1900, \$125; 1901, \$125; 10 tons and under 25, 1900, \$125; 1901, \$115; reduction, \$10; 25 tons and under 100 tons, 1900, \$125; 1901, \$110; reduction, \$15; 100 tons and under 200 tons, 1900, \$125; 1901, \$105; reduction, \$20; 200 tons and over, 1900, \$125; 1901, \$100; reduction, \$25.

This applies directly to what is known as group A.

Comparison with group B will be best and most completely furnished by taking groceries. Articles under this head will measure 72 cubic feet to the ton, which means an excess of \$17, taking last year's basis of 55 cubic feet to the ton of 2000 pounds. Comparison under this heading will therefore be as follows:

Small shipments under 5 tons, \$145 plus \$17, rate in 1900, \$162; 1901, \$145; reduction, \$17; 5 tons up to 10, \$125 plus \$17, 1900, \$142; 1901, \$135; reduction, \$7; 10 tons up to 25, \$125 plus \$17, 1900, \$142; 1901, \$125; reduction, \$17; 25 tons up to 100, \$125 plus \$17, 1900, \$142; 1901, \$120; reduction, \$22; 100 tons up to 200 tons, \$125 plus \$17, 1900, \$142; 1901, \$115; reduction, \$27; 200 tons and over, \$125 plus \$17, 1900, \$142; 1901, \$110; reduction, \$32.

The next group, C, represents most generally clothing, which measures in cases and boxes 115 cubic feet to the ton of 2000 pounds, or 60 cubic feet more than 55 cubic feet, which was the basis last year. Comparison will therefore be as follows:

Small lots, \$145 plus \$60, rate in 1900, \$205; 1901, \$160; reduction, \$45; 5 tons to 10, \$125 plus \$60, 1900, \$185; 1901, \$150; reduction, \$35; 10 tons to 25, \$125 plus \$60, 1900, \$185; 1901, \$140; reduction, \$45; 25 tons and under 100, \$125 plus \$60, 1900, \$185; 1901, \$131; reduction, \$54; 100 to 200 tons, \$125 plus \$60, 1900, \$185; 1901, \$125; reduction, \$60; 200 and over, \$125 plus \$60, 1900, \$185; 1901, \$120; reduction, \$65.

GROUP RATES FROM PACIFIC COAST POINTS TO DAWSON.

	Class A	Class B	Class C	Class D
Under 5 tons	\$135 00	\$145 00	\$160 00	\$290 00
5 tons and under 10 tons	125 00	135 00	150 00	270 00
10 tons and under 25 tons	115 00	125 00	140 00	250 00
25 tons and under 100 tons	110 00	120 00	130 00	240 00
100 tons and under 200 tons	105 00	115 00	125 00	230 00
200 tons and under 500 tons	100 00	110 00	120 00	220 00
Over 500 tons	95 00	105 00	115 00	215 00

CLASS "A."	CLASS "B."	CLASS "C."
Axes.	Baking powder.	Agricultural implements.
Bacon.	Beer and ale.	Bed springs.
Beans.	Books.	Blankets.
Brick.	Butter.	Boots and shoes.
Candles.	Coal oil.	Clothing.
Canned goods.	Coffee.	Crockery.
Chains.	Corn starch.	Drugs.
Drills.	Cream.	Dry goods (most).
Grindstones.	Dried or salt fish.	Earthenware.
Hams.	Apples, lemons, oranges.	Eggs.
Lard.	Window glass.	Electric light goods.
Milk.	Groceries, N. O. S.	Dried fruit.
Nails.	Hose.	Machinery, N. O. S.
Rice.	Boilers.	Boilers.
Pipe.	Pumps.	Paper.
Rope.	Shovels.	Poultry, dressed.
Soap.	Stoves.	Rubber goods.
Sugar.	Wagons.	Stationery.
Tobacco, plug.	Whisky, case.	Tinware.
Type.	Brass goods.	Tobacco, smoking.
Whisky.		Vegetables.
	CLASS "D."	
	Playing cards.	Window or door sashes, unglazed.
	Chinaware, twice D.	Window or door sashes, glazed, twice D.
	Cigars and cigarettes.	Smokestacks.
	Millinery goods, twice D.	Telephone goods.
	Glassware.	Buggies.
	Hats and caps, twice D.	Carriages.
	Photo goods, twice D.	
	Poultry, live.	

Inquest Continued.
The inquest which began on Saturday over the remains of Jack McPherson who committed suicide the previous night in a West Dawson cabin, has not been completed and the jury called by Magistrate Wroughton to sit in the case will again be in session tonight at 7 o'clock at which the physicians who will have conducted a postmortem examination of the remains will report.

For choice meats go to the Denver Market.
Round steak 50c at F. O. Market.
Brewitt makes clothes fit.

Dog Catchers Wanted.
Dogs come and dogs go but the average number at the pound these days is about 30. Constable Borrows, the high snick-a-muck of the pound, is today in quest of two additional dog catchers as a short walk over the city yesterday convinced him that there are yet many unmuzzled canines in Dawson that need catching and impounding very much.

We are making a specialty of creek orders and guarantee satisfaction. Cribbs & Rogers, the druggists.

Fine fresh meats at Murphy Bros., Third street.

COURTING WAIVED.

(Continued from Page 1.)

accompanied the verdict which is a sort of vindication for Torrence. Application for a new trial was made, pending which Hosber will remain in jail unless he can provide bail in the sum of \$10,000.

Cook Inlet Railroad.

Seattle, March 18, via Skagway, March 25.—M. J. Heney who constructed the White Pass road from Skagway to Whitehorse and who has lately returned from a trip to Europe, has been awarded a contract for building 30 miles of railroad at Cook Inlet, Alaska. A. B. Lewis, the locating engineer is now here en route to the scene of action. Men are being employed here for the work.

STR. CITY OF MEXICO

Left Seattle With First Klondikers Four Years Ago Today.

Today marks the anniversary of the first trip of the steamer City of Mexico with a full to overflowing passenger list, from Seattle to Skagway and Dyea. The News of the big strike on the Klondike was just beginning to be rumored about. Men were still skeptical as to its truth but on the statements of Frank Kellisman and party and Wm. Cowley who made the trip out over the ice, a meeting of some of the citizens was held and Joe Barrett and others were appointed to make inquiries as to the truth of the rumor and also to charter a boat to make the trip. The result of the committee's work was the chartering of the steamer City of Mexico and at 10 a. m., on the 25th of March, 1897, amid one of the worst storms ever known on the coast, the good ship with between six and seven hundred passengers and loaded to the guards with their outfits, made the trip from Seattle to the head of Lynn Canal and landed the passengers at Dyea.

Among that first party there were a number of well known men and some who by reason of their good fortune have since become famous.

Judge John F. Miller, C. F. Treat, Ron P. Crawford, Capt. Simms, and the Elliott boys who have made their fortunes on Gold Run were also aboard. Black Sullivan brought in his first big supply of whisky on that trip.

Four days were spent in lightening the cargo from the boat to the beach and then that terrible tramp, tramp over the pass began. Very few horses were aboard and most of the outfits had to be packed over.

It is needless to go into detail of the hardships endured nor of the difficulties which the early pioneers had to overcome in cutting a trail for themselves and those who were to follow. The story has been told over and over again and there is a large percentage of the population of Dawson and vicinity who were among those who followed that first party, in the mad stampede which occurred in the months of July, August and September of that same year, after the arrival of the treasure ship Portland.

The first parties from the Mexico's trip reached Dawson on May 16th and on the 28th of May Ron M. Crawford and C. F. Treat arrived. The others came stringing along and all summer the population was increasing.

Had anyone at that time been bold enough to make the assertion that in the space of four short years Dawson would develop into such proportions as she now enjoys, that a line of railway would be established from Skagway to Whitehorse, that a magnificent line of steamers would be plowing up and down the Yukon, and that \$20,000,000 would be turned out of the mines in a year, he would have been looked upon as a lunatic and would probably have been a subject for the asylum. However, such is the case and the Klondike region and Dawson have far out-reached the highest estimation ever placed for them.

The next outside mail due to reach Dawson had not been reported at Selkirk this afternoon but should pass there this evening. If it arrives on schedule time it will be here Thursday evening of this week.

A meeting of the Board of health will be held tomorrow afternoon at 4 o'clock.

We have the stock; we solicit your trade; try an order! Cribbs & Rogers, the druggists.

Choice joints at Denver Market.
Fresh cabbage at Meeker's.

PREPARING FOR SPRING

Water and Power Co. Getting Ready to Expand.

The Dawson City Water & Power Co., Ltd., have teams and a gang of men hauling to Dawson the four miles length of pipe and fittings they brought in last fall by scows and landed at Klondike City.

Some of the pipe will be distributed along First and Third avenues where new mains will be installed, the balance of the pipe will be piled on the company's vacant ground, Third avenue. When all this pipe is laid the first three avenues and cross streets will have mains so that anyone may connect with same and have a tap on their own premises.

Pipe will also be laid and the water carried away back to the base of the hill that the whole population of Dawson may be accommodated by the service.

The expense of getting pipe in so late last fall was very heavy and the cost of installing the same will be large, but the company will not allow that to interfere with giving the citizens as good a water service as is maintained in any similar sized city on the outside.

At Whitehorse the company have part of the plant on the ground to put in a water and electric light plant there.

There is a rumor circulating around town today that several concessions have been thrown open to staking. An inquiry at the gold commissioner's office this afternoon was met by a prompt denial of the rumor.

There will be a special meeting of the Yukon council tonight at the courthouse at which appeals on assessment will be heard.

We have everything in the line of spring medicines. Cribbs & Rogers, next P. O.

Photographer wanted. Cantwell, Third ave. and First st. p27

Fresh turkeys at the Denver Market.

BOILERS FOR SALE

4 Tubular Boilers from 15 to 35 horse power; 2 Engines for 5 and 6 inch Centrifugal Pumps; One 6 horse power Hoist with extended shaft and pulley; Stay Bolts; Steel Thaw Points, one inch pipe.

J. I. SEABROOK, Agt. for A. I. W. Co. Opp. Dr. Bourke's Hotel, Second Ave.

Spring Opening

The Ladies of Dawson and vicinity are respectfully invited to attend our Spring opening on Tuesday, March 26, when we shall be pleased to show them the Latest Parisian Styles in trimmed millinery, blouses, silk skirts and a fine line of really elegant tailor made suits, spring coats and jackets, new handkerchiefs, neckwear and numerous other articles necessary to the toilet of a well dressed lady.

SUMMERS & ORRELL

Prices Right. SECOND AVENUE

Mail Is Quick

Telegraph Is Quicker

'Phone Is Instantaneous

YOU CAN REACH BY 'PHONE

SULPHUR, DOMINION, GOLD RUN

And All Way Points.

Have a phone in your house—The lady of the house can order all her wants by it.

Business Phones, \$25 Per Month

Residence Phones, \$15 Per Month

Office, Telephone Exchange, next to A. C. Office Building.
DONALD B. OLSON, General Manager

MINERS AND MINE OWNERS

ATTENTION!

There Are Three Reasons Why YOU Should Buy Your Supplies for Spring and Summer Work Here and Now—These Reasons Are

Low Freight Rates To all Creeks
Right Goods!!
Right Prices!!

NOTE—Orders by Mail or Courier Receive Careful and Prompt Attention.

A. E. Co.

Only 4 More Trips

...TO WHITEHORSE... SECURE SEATS AT ONCE

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