

GOVERNMENT WATER PLAN

System Which Mr. Ross Has Long Been Working on to Supply Water and Power to the Miners Upon Their Claims at Nominal Rates.

Joseph McGillivray, the well known mining engineer, has made three or four speeches in this campaign, and everyone has been impressed with his earnestness in taking up the support of Mr. Ross' candidature. In this respect, and in the fact that he speaks from a personal acquaintance with the candidate, his speeches have been very effective.

During the course of these speeches he has made references to conversations with Governor Ross showing how much opposed the latter was to concessions in general, and how much he favored the adoption of some plan by which the government should control the whole water supply of the Klondike district and sell the water at nominal figures to the miners. Mr. McGillivray was the first to make mention of this subject on the public platform, but since then other supporters of Mr. Ross have given attention to the subject in their speeches. In the last speech Arthur Wilson made he said Mr. Ross believed it to be the wish of the miners, and in their best interests, that the government should supply the water for mining purposes, that he did not believe the government should grant any individual water rights.

Mr. McGillivray was questioned upon this in a conversation had with him yesterday, and he replied, "That is correct. Mr. Ross is against concessions and any form of monopoly or grant that may tend to monopolize anything. He is for giving the miner a fair show and I know that he is in earnest in his desire that the government shall provide water for the miner's use. I have spoken with him three or four times upon this subject."

"It is because of the fact that Mr. Ross has been known to have been studying the question of a government water supply that the concessionaires are now so bitterly opposed to his candidature. The government may have been right in the first place in granting concessions, as they did so on the representations that the gravel included in the area applied for could not be worked at a profit by ordinary methods, and upon promises by the concessionaires to bring water to work these gravels by ordinary hydraulic methods. It was naturally to be expected that the concessionaires would immediately proceed to carry out their part of the contract. In the United States such concessions are granted, but the concessionaires must begin work in sixty days or the concession is void. Here in the Klondike none of these concessionaires have brought on water to work the ground hydraulically, and therefore their grants should be considered void. It is for that reason that the government feels compelled to study this question of doing what the capitalist seems inclined to undertake—bring water to the miners' claims and sell it to them at a reasonable rate."

"Would it not be without precedent for a government to go into the business of furnishing water?" "Not at all. Governments build railroad and telegraph lines for the purpose of opening up new countries, getting their returns mainly from the increased production resulting from development. They have also aided the development of mining districts in the very way Mr. Ross is now considering. In New Zealand, for instance, nearly thirty years ago, the government built a ditch for supplying the miners with water, and this enterprise gave a direct profit to the government. In Western Australia the government is furnishing \$17,000,000 for conducting water through 600 miles of steel pipe and elevating it by steam at three different stations. This is for a dry section of a gravel and quartz mining district, and I am informed that the supply obtained for this large cost only amounts to the small quantity of 270 miners' inches, equaling 405 cubic feet per minute."

"Now, before we go any further, let me give you some instances of some of the expenditures of bringing water for hydraulic mining in California. The dam, 131 feet high, cost \$1,100,000; the South Yuba canal cost \$1,100,000; the Excelsior ditch cost \$1,300,000; the Eldorado ditch cost \$2,000,000, and there are many others."

"Let us next compare the area of the California gold fields and their output with those of the Klondike. California's mining district covers from the Colorado river on the south to the Oregon line on the north, a distance of 800 miles, through 34 counties every one of which is a gold producer. In one place it is 190 miles wide and altogether covers an area of 8,000 square miles of mining country. From all kinds of mining, quartz, drifting, hydraulic and beach, the product for the past few years has been \$18,000,000 annually."

"The section of the Klondike from which the gold has been produced only measures one-twelfth of the gold-producing area of California. Measure it this way: The cross section from the mouth of Indian river to the mouth of Hunker is 24 miles on

the west end; at the east end it is only 12, making an average of 18 miles wide. From the mouth of Bonanza to Indian river is 36 miles, making in all 648 square miles. And I can say without hesitation that no other mining country has ever produced as much gold, or has made as many men rich, for the amount of ground worked. Our best output for one year, as you know, was \$20,000,000."

"I might have named a hundred other mining enterprises of California in which immense sums had been expended, and all for the purpose of working gravels that are infinitely inferior to the immense deposits now lying idle in this district for the want of water; and the California deposits are scattered over an area twelve times as large."

"Now the Canadian government will understand through Mr. Ross that the future output of this district, and of all this northern country along the Yukon, will be almost infinitely greater than it has been in the past. It is the history of gold mining the world over that the men who make the rich strikes seldom make fortunes; and that in all the great gold fields of the world the largest profits out of mining have been made from low grade properties, most of them long after the first great excitement and the cause of the stampedes had passed away. Today, in California and Australia, far larger fortunes are being made than half a century ago."

"The total output of the Klondike up to the present has been about \$80,000,000, all dug out, practically, by the pick and shovel. More modern methods must now be introduced and the output will be correspondingly increased. Water must take the place of wood. This is necessary, as most of the wood of the creeks has already been consumed. At present there is so small a supply of water that it has to be used again and again at great expense for pumping. With a government supply of water the operating expenses will be considerably reduced, and all of the higher banks could be washed from top to bottom instead of working only a few feet of the drifted ground, three feet, more or less, where the pay is found to be the richest. Taking in all these, and the ancient river beds, some of which are 800 feet higher than the Yukon, there is enough ground to keep a government water supply of 5000 inches busy for a hundred years."

"What is the system that Mr. Ross has under consideration; Mr. McGillivray?"

"Mr. Ross has been accumulating all the information he can upon the subject. Beyond that it would not be proper for me to say, even if I knew."

"But you can outline a practical scheme, Mr. McGillivray?" "Yes, in a broad general manner. The Klondike region may be likened to an island surrounded on all sides by lower levels than those upon which the gravels lie. It is clear that there is a limited supply of water in the district itself, not enough to do a one-hundredth part of the mining that should be done; yet there is going to waste on the borders of the district tens of thousands of inches of water that can be made available. The system of pumping water for hydraulic mining has always been a failure in other mining camps and would prove to be here. It is a system which should never be adopted when there is a supply of living water near at hand that can be taken by gravitation through canals, flumes and inverted syphons. In New Zealand and Australia the government is using the inverted syphon with excellent results. It is the most practical way of delivering large bodies of water."

"I installed the first large inverted syphon that was ever used, and have lived to see the system generally adopted. The best system to be adopted here—in my opinion, you understand—would involve one of these inverted syphons to cross the Klondike valley, a main ditch from forty to sixty miles long, and branch ditches to convey the water to the claims of the miners. I would construct this to convey 5000 miners' inches, but this same water on its way to supply the miner would generate electric power for pumping and other purposes, equal to another 5000 inches, and thus practically double the supply."

"Its cost? Well, approximately \$3,000,000. This would, of course, be too large a capital for any concessionaire to raise for the purpose of working his own ground. The government, while appropriating such a sum for the general advantage of the miners and the development of the country, might desire to see at least the capital returned. They would see this, and with good interest—which interest I think is only proper—at least charging the miner but a nominal amount for the use of the water."

"Now, Treadgold is granted 5000 inches, and is permitted to charge

the miner 25c per hour per inch. That would make \$30,000 per day. Supposing the government charged for its water 50c a day instead of 25c an hour, that would amount to \$2500 for 5000 inches of water. Running, say, 130 days a year, this would amount to \$325,000 annually, from which only the running expenses would have to be deducted. In this calculation, too, I have not estimated the returns from the additional 5000 miners' inches that would be generated into electrical force by the same water. So you see that it would take but a comparatively short time to pay back to the government the initial capital with reasonable interest, and it might make the rate to miners much lower than the one suggested, less, in fact, than half that. I feel confident there is enough of paying gravel to last for the next hundred years at the rate it could be worked with the water system I have briefly described."

"If this government water supply system should be put in, I see no reason why our annual output of gold should not be increased to \$50,000,000 annually, and kept at that amount for many years, and what such a building up of this district would mean to the rest of the Yukon and to the wealth and prosperity of the whole Dominion, I need not point out."

"I am as confident, too, as I can be of anything in the world, that Mr. Ross is thoroughly in earnest on the subject, and that we shall hear something in regard to it very soon."

New Orleans Strike.

New Orleans, Oct. 8.—The street situation underwent no change this morning, but there was a somewhat hopeful feeling in the business community that the contending forces would be brought together today in order that there might be a temporary resumption of traffic. The railways company has again made no attempt to run its cars. It has not advised the mayor when it expects to do so.

During the night blankets, large ranges, cooking utensils, provisions, etc., were placed in some of the barns in apparent anticipation of a movement to operate cars, but it is understood there has not been a large response to the advertisements of the company for nonunion men to go to work. The pickets of the strikers have reported no arrivals of men to take the places of the strikers, though there have been rumors that forces of men were being brought in to town from other points.

In the downtown section of the city a number of wires were cut during the night, and three horses were reported to have been killed by coming into contact with these wires.

The weather is somewhat threatening, and as rain will make traveling in wagons and carts exceedingly uncomfortable, the impatience of the public at the prolongation of the negotiations for a settlement is rising. Business is suffering severely and retail merchants are threatening to close their stores, which would throw many people of both classes out of employment. The theatres are feeling the effects of the strike in the shape of greatly diminished audiences.

Cheap Meals

A few miles out of town on the main line of the Pennsylvania railroad, during some work on the roadbed that required a large force of laborers, a thrifty old negro turned his shack into a refectory and hung out a sign reading "Meals from 1 cent up." A heavy, stolid black of the "shillies" kind came along one morning, asked for and obtained work on the road, and at noon went into the "restaurant" and ordered a 4-cent dinner. A half loaf of bread and a bowl of water were placed before him.

"What sort of meal am, dat to gib a hungry man?" he asked, indignantly.

"De reg'lar fo'-cent kind," was the reply.

"No man can work on dat!" protested the customer.

"It ain't no ban'ket, Ise admit," said the restaurateur, "but two cœurs am all we can gib when de price am limited to fo' cents. Dar's bread and dar's water. If yo' wants to go 5 cents, I'se'll put out de pepper box and gib yo' a knife an' fork."

X-Rays in Slot Machines

An automatic machine that for oddity is likely to prove popular is to appear on the Chicago streets within the next two or three weeks. The American X-Ray Company is preparing to put out several hundred X-ray machines that will operate automatically on depositing a nickel in the slot.

The other day an exhibition of the new machine was given in the offices of William T. Blaine, president of the company, in the Continental National Bank building. The apparatus is constructed somewhat after the fashion of the familiar picture machines, except a space is left behind the lenses for the insertion of objects.

A block of wood several inches in thickness was held before the machine and objects on the further side seen plainly. The light is steady and clear and of unusual brilliancy.

First Man—Why did you ask Blibbs just now to lend you five shillings? You had plenty of money this morning.

Second Man—I have plenty now, but I knew Blibbs was going to ask me for some.—Tit-Bits.

LOST—Silver fox muff. Finder please return to Nugget office.

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Indications That He Was Considering Other Large Improvements.

Territorial Engineer Wm. Thibaudau was in great glee when he went to his office in the administration building, after his five months absence upon the government road to Whitehorse. He was agreeably surprised to find that Mr. Ross had sent him during his absence a complete library of the best and most modern engineering works. "It leads me to think there must be some more important public works to be undertaken next summer, some of which may last much longer than five months."

While Mr. Thibaudau was enjoying Sunday afternoon in looking these books over a few notes were made of some of the leading works for the information of the public.

"Buildings and Structures of American Railroads," is a bulky work fully illustrated, by Walter G. Berg, principal assistant of the Lehigh Valley railroad. It gives the practical construction of railroads from a rabbit trail to an aerial tram or elevated railroad, from a metropolitan depot to a water tank way station.

"Tramways, Their Construction and Working," is by Prof. D. Kinnear Clark, the author of a number of works of the various modes of locomotion—traction, horse power, steam and electricity.

"Roads and Railroads" is a new edition of the celebrated work by W. M. Gillespie, edited by Cady Staley, Am.C.E. It deals with common roads, macadam paved, and plank roads, and with railroad beds.

"Highway Construction," by Austin T. Byrne, is of roads, streets and pavements.

The next on the same subject is "Roads, Streets and Pavements," by Q. A. Gillmore. He was lieutenant-colonel of the United States corps of engineers, is a major-general of the United States army, and author of a number of scientific works on this and kindred subjects, one who is regarded as an authority everywhere.

There is also a text book entitled "Roads and Pavements," by Prof. Frederick P. Spalding, of Cornell University.

Next comes the works of several well known authorities on buildings.

"A Practical Treatise on Foundations," by W. M. Patton, C.E., professor of engineering at the Virginia Military Institute, and the engineer of the great bridges across the Mobile, Ohio, Susquehanna, and Schuylkill rivers.

"Roofs and Bridges," by Mansfield Merriman and Henry S. Jacobs, both professors of United States colleges.

Of the most celebrated author of engineering works of them all, Prof. William John Macquorn Rankine, there is a whole series, "Civil Engineering," "Applied Mechanics," "Rules and Tables," etc., etc. The professor has a long string of titles, from Trinity college, Dublin, regius professor of the University of Glasgow, F.R.S.S. London and Edinburgh and so on.

Next come several books on water supply for towns and for mining, hydraulics, building of dams and reservoirs and so on. The first on water supply is by W. K. Burton, professor of engineering of the Imperial University of Tokyo, Japan.

"Effects of Earthquakes on Waterworks," by Professor John Milne, F.R.S.

"Hydraulics," by Prof. Mansfield Merriman, beautifully illustrated.

"Dams and Reservoirs," and the principles and practice of embanking lands from river floods, by William Hewson, chief engineer of the Mississippi railroad.

"Blasting, Tunneling and Quarrying," by Oscar Guttman, member of the societies of civil engineers and architects of Vienna and Budapest, and of the Imperial Associations of Austria, etc. This, with the prospective development of quartz in this district, is likely to prove an invaluable work.

"Standard Polyphase Apparatus and Systems," by Maurice A. Outin, gives photographs and diagrams as to the installation of electric light systems and electric motor plants, the transmission of electric force, etc.

"Baldwin on Heating," and a number of other works on technical engineering subjects, besides a number of handbooks giving specific calculations and tables, form a working library which Engineer Thibaudau may well feel proud of.

His remark that Governor Ross at the time he ordered these, had other important government enterprises in view for this territory, is apparent from the selection of the books themselves. It is on the exact lines of the abiding faith he has in the permanence and rapid growth of the territory which was demonstrated in the public buildings and other public improvements which he has already carried out. The selection and purchase of this library proves the bent of his mind and the deep interest he takes in everything that may tend to build up the Yukon territory.

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