

MANAGER HAWKINS' PLANS

Not Definitely Settled Whether the Forks Railroad Will be Built This Year— Rails and Rolling Stock Now in Vancouver—Many Difficulties Encountered.

Mr. E. C. Hawkins, the gentleman for whom Dawson has been waiting so expectantly all summer long, has at last arrived and the much talked of, much longed for Klondike Creek Railway will soon assume tangible shape. The delay in the construction of the road has been unavoidable, the promoters having met with so many difficulties that were unexpected and so many obstacles having arisen that required time to remove. This much may be said and the statements can be absolutely relied upon. The road will be built, though perhaps not until next spring on account of the lateness of the season. Mr. Hawkins has succeeded in financing his scheme, and he has fifteen miles of rails in Vancouver ready to be shipped on telegraphic instructions; his rolling stock is all contracted for and the only thing that will prevent the possibility of traveling to the Forks before the steam horse within two or three months is that the season is so far advanced that it would be extremely difficult to get the material needed inside and finish the construction of the road before the arrival of winter. That point, however, is yet to be decided and Mr. Hawkins may conclude within the next day or two to go ahead without further delay. His is not a disposition to surrender to ordinary difficulties and if there is a fighting chance of getting his material in before the close of navigation the road will yet this fall become a reality instead of a matter of conjecture.

In his room at the Regina yesterday evening a very pleasant chat was had with Mr. Hawkins. He was rather fatigued, having been engaged all day with his engineers and in the making up of his accounts, but was not too tired to talk of the project upon which he has been laboring so assiduously during the past year. All days are alike to railway builders and especially so at the season when every twenty-four hours is worth many times over the same length of time earlier in the year. There is one fact that is apparent which can not be denied. The people of the Klondike taken as a whole are not fully alive to the benefits that will result from the completion of the railroad. On the question of fuel alone it has been estimated that a saving of over one million dollars a year will be effected, the construction of the road into the Stewart river district bringing within reach vast bodies of timber at comparatively little cost that now are inaccessible and of no value. So it is with immense bodies of low grade gravel which to place machinery upon it for proper working would require a small fortune to pay, the mere freight bills if transported with the present facilities.

Mr. Hawkins has many friends in the city, those with whom he became acquainted and who watched with much interest the construction of the White Pass road over the coast range of mountains, a work that will last forever as a monument to his genius and skill as a builder of railways. Of slender build, very unassuming and unpretentious he does not impress one as being a man from whom great things are to be expected, yet the slender hand of steel that now connects the navigable waters of the Yukon with the outside world and brings Dawson within touch of civilization is sufficient proof of the indomitable energy that is one of his chief characteristics. In reply to a question as to his immediate intentions concerning the road, Mr. Hawkins said: "I have been delayed a great deal this summer in a manner that I did not anticipate which accounts for my late arrival here. I did not get away from Ottawa until May and then in New York and Chicago one thing happened right after another to detain me and after coming out to the coast I had to go back again clear across the continent. Now, as to

whether the road will be built this fall or not, that is a question I shall not be able to answer for a day or two, and will depend largely upon circumstances. I am all ready to proceed with construction, have fifteen miles of rails in Vancouver, my rolling stock is contracted for but you see it is not here and I don't know whether I shall be able to get it all in this fall before the close of navigation. That is the only thing bothering me, but you can say the road will be built and that is an absolute certainty, if not this fall then the first thing next spring. I was disappointed in one order of rails, the firm with whom I placed it being unable to supply them. The rails we are using are 56 pounds to the yard. Our location has already been made to a point above the Forks beyond which the preliminary has been run to Stewart river 85 miles where it was our original intention to build to and which will ultimately be our terminus, though it may be a year before the latter portion is completed. We have been under a heavy preliminary expense all of which has been borne by myself and a few intimate friends, and that I have put my own money into the scheme should be sufficient evidence of my confidence in the proposition.

"You know I always have had the greatest confidence in the Klondike and this entire northern country ever since I put the White Pass road through and have never missed an opportunity to advocate its riches and resources every chance that presented itself. I am still as firm a believer as ever and think in time this will be as great a mining camp as the world has ever seen. While en route here I have heard many persons say that times were hard, the bottom had dropped out of the camp and so on, but the country is now only in its transition stage; the boom days have passed and the reaction that is inevitable in all mining communities that enjoyed the prosperity that has been Dawson's for several years has set in. Things are now coming down to a solid commercial basis and in order to keep abreast with the new conditions the country must be provided with better and cheaper transportation facilities. It is an absolute fact and the figures will bear me out that with the road completed so as to tap the Stewart river country a saving of one million dollars a year could be effected in the one item alone of fuel and timbering for the mines. Adjacent to the old creeks the wood has been so completely cut off that its price is now almost prohibitive except in the working of high grade properties."

"I was treated very handsomely. In Ottawa and have not one word of complaint to make. We have a very good charter, the right of way we asked for has been given us and parliament has approved our bond issue. I met Commissioner Ross when there last winter and he very kindly lent me every assistance in his power. He is incomparably the best official the territory ever possessed and has done more for the Yukon than the people will ever know."

"It might surprise you if I told you that one of my greatest difficulties in the east was in overcoming the prejudice against the name of our company, the Klondike Mines Railway. The fact is the name is a hoodoo and if there had been any other way of changing it except by act of parliament I would have renamed it long ago. You see it associates mining with railroading and the last thing an eastern investor or a firm of brokers wants to hear of is a Klondike mine. Several years ago when the charter was first procured it was all right, but it is different now. The greatest calamity that ever happened to this country was the unloading during the boom days on the eastern market of a lot of worthless wildcat properties, not one of which ever returned a dollar on the investment made. Anything pertaining to mining in the Klondike the investors are shy of and will not touch at all. I had personal friends who have every confidence in my judgment tell me to recommend anything but Klondike securities and they would handle them. I could have floated any old sort of a scheme in Mexico, in the southern states or even in some of the revolutionary South American states quicker and with less effort than I have this, and

one can not write enough literature to alter their opinions."

A most important point that was touched upon during the conversation was as to the position Dawson would occupy to the road with reference to it being a terminal point. Upon that question there could be no possibility of misunderstanding Mr. Hawkins' opinion and decision.

"As to the road coming into Dawson, we never had the remotest idea of sidetracking the city. We have got to come here to get the business and it is folly to think of making any other point our terminus. By the provisions of our charter we are bound to make Klondike City our starting point but there is nothing to prevent our building into Dawson which we shall certainly do. It will be quite an expense, the bridge and the additional mileage, but there is no other way for us to do. I shall apply at once to the city council for a franchise permitting us to build over certain streets and have every reason to believe my application will receive favorable consideration. I understand there are rival companies applying for a street railway franchise and several weeks ago I wired the council asking that they defer action until my arrival and I had an opportunity to present my petition, and I am happy to say they did so. No, I am not interested in Klondike City to the extent of one dollar."

In reply to the question as to how long he would remain here Mr. Hawkins said that his stay was indefinite. Today he is still at work with his engineers and accountants and tomorrow he will make a trip over the location as far as it has been made. Within a couple of days he will be able to state definitely the course he will pursue with reference to the building of the road this fall.

Hol For South Africa

Ottawa, Aug. 22.—The first week of October will see the establishment of the promised line of direct steamships between Canada and South Africa. The negotiations which Sir William Mulock has been carrying on in London during the past few weeks while there in connection with the inter-colonial conference, have reached a successful conclusion, and a contract has been made with a syndicate of steamship lines for a period of five years for a regular line of steamers.

Yesterday afternoon the Secretary of the Canadian Manufacturers' Association received the following cable from Sir Wm. Mulock, dated from London:— "Pleased to inform you government has completed contract with syndicate composed of Allan, Elder, Dempster and Furness lines for cargo service between Canada and South Africa, sailings at least monthly, with provision for increased frequency. Summer sailings Montreal and Quebec, winter St. John and Halifax. African ports, Cape Town and two other ports. First sailing, first week October from Montreal. Ships will carry mails; also supplied with coldstorage. Contract five years. Mulock."

In the reports that the Canadian Manufacturers' Association furnished to Sir Wm. Mulock regarding the volume of freight that would be available for a direct steamship line, it was estimated that at least 4,000 tons a month could be promised, with the trade that is at present doing, and not considering at all the possibilities of future expansion. To do this it would be necessary to divert a large Canadian business that now goes via the New York steamship lines, and also to have equal freight rates out of Canadian ports with the competing American lines.

The two other ports of call which the steamers of the new line are to touch at are not mentioned by Sir Wm. Mulock in his cable, but the ports recommended by the Canadian Manufacturers' Association are Durban and Port Elizabeth, these serving a large stretch of territory that cannot be well reached from Cape Town.

Found Dead

Russellville, Ky., Aug. 22.—Hugh Marshall, the man who was accused of murdering Miss Sadie Vick near here last Wednesday, was found today hanging in a barn about one mile from the scene of the crime. He had evidently been hanging for a day or so and it is thought he killed himself.

At Auditorium—The Unknown.

Paris, Aug. 20.—The Gaulois this morning declares that the report of the subpretext to the government of the agitation following the closing of unauthorized Congregationist schools concludes with saying that the resistance is organized, directed and financed by Royalists, and advises the prosecution of the leaders by the government on the charge of rebellion.

HUSBAND DESERTS

His Wife of Only a Few Weeks

Developments Go to Indicate He Has Been Married Once Before.

Portland, Aug. 20.—A sensational report is going the rounds that Victor A. Schilling, city ticket agent of the O. R. & N. company, why mysteriously disappeared some time ago, met a former wife in Spokane and was induced, under threats of exposure, to leave his Portland bride and resume his obligations to his first marriage. It will be remembered that Schilling was the trusted employee of the O. R. & N. company for a number of years and when the Union Pacific, the Oregon Short Line and the Southern Pacific were merged, and the several offices of the companies in the city were combined with those of the O. R. & N. company, such was the confidence reposed in Mr. Schilling that he was given charge of all. Several months ago, after a short engagement, he was married to Miss Lena Shelby, daughter of Eugene Shelby, who is with the Wells, Fargo & Company, and after a few weeks of what apparently was a happy marriage he suddenly disappeared from Portland. He was then seen in a hotel in Spokane and from there all trace of him was lost. His wife declared there were no domestic infidelities and could assign no cause to his sudden disappearance. It was feared for awhile that he had met with foul play, all kinds of rumors were reported, but nothing definite could be learned. It is now alleged, however, that when in Spokane several years ago he met and fell in love with a young woman there whom he finally married in a quiet way, but in time tired of her and left her without the formality of a divorce. After returning to Portland he heard nothing of his wife for several years and naturally supposed that the affair had quieted down and he would hear nothing more of it. In his marriage with her it is not known but is supposed that he used a fictitious name and that she lost trace of him for the time. Now the report states that when in Spokane this time he again met his former wife who recognized him and demanded an explanation, and when he told her that he was happily married again, having considered it all settled between them, she said she had first claim and would expose him unless he went with her.

The report supposes that he could not stand the public criticism that would follow an exposure of this kind and hastily decided to disappear until such time as he could settle matters and return to his young wife in Portland. It is claimed that after leaving Spokane he went to Mexico, where he is now in the employ of a railroad company and is living with his former wife. When Mr. Suttle, of the O. R. & N. passenger department was seen this morning, he stated that he had no knowledge of Schilling whatever since his disappearance. A number of other railroad men also said they had positively no definite information of him since leaving. Mr. Shelby, father of Mrs. Schilling, said: "The people have a wrong impression where her husband is. She, too, is in constant communication with his people and to my knowledge they are as deeply mystified as anyone. We can assign no reason for his actions, and my daughter is confident that he will return to her sometime. If there had been any domestic unhappiness she could certainly not disguise her feelings so completely and it is my candid opinion that he did not tire of her as was reported. Of course it is possible that he could have committed some error earlier in his life and would have been called to account for it, but we have nothing to make us think that true, and will be greatly surprised if it turns out that way."

Organized by Royalists

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WATER FRONT NOTES.

The waterfront today presents a very quiet appearance, most of the activity being centered around the White Pass Company, which will dispatch the steamer Dawson at 4 o'clock for Whitehorse, and is expecting the steamer Selkirk to arrive early this evening.

The steamer Thistle left Saturday night for Whitehorse with the following passenger list, which is one of the largest of the season: J. M. Finnerty, Mr. and Mrs. J. C. Whalley, Arthur H. Whalley, Austin W. Skinner, Mr. and Mrs. A. Bell, Fred Krewe, F. Crewe, Jr., W. H. A. Cole, James Peters, M. S. Bounds, J. L. Darrett, Mrs. Clara Rikate, W. H. Beatty, A. G. Brown, E. Michell, D. A. McAulay, Charles Kenney, C. F. Cruise, S. Racine, V. Racine, John Buckley, J. McDewitt, Leo Buckley, H. W. Wanrock, James K. Tirgen, J. J. McLeod, D. Tunaga, K. Akahoa, Y. Tineaka, G. Morton, P. Schwartz, P. J. McDougal, J. Roukel, C. Andrews, C. C. Cane, S. Brajovich, S. Brajovich, H. G. Broadbent, C. H. Wells, Chas. Helmet, H. Bernard, M. Carlin, J. Wishart, Jim Barr, A. Pack, T. A. Brooks, R. A. Brooks, F. W. Simpson, P. Martin and child, Miss C. Burns, Miss Deering, Miss Dorner, Mrs. Adams, D. McDonald, J. D. Meenach, W. C. Rosenfeld, Dr. and Mrs. L. B. Holmes, Miss Daisy Simpson, Mrs. Hatley, B. F. Gordon, Mrs. Saylor, Mrs. Wilson, Mrs. Redpath, Chas. Blum, T. J. Harris, G. A. Stearns, Chas. Laughlin, H. L. Nightingale, John Agne, W. H. Beatty, H. Rossen, John Runkel, V. L. Mitchell, O. Erickson, H. O'Donnell, Miss Emma Calverson, James Nansen, J. Shaw, James Boston, T. Wilkinson, John Watrous, J. Adams, A. Deshwarden, E. Gagen, D. Thebo, L. Aduenty, J. Brown, A. Shafer, C. Nebor, J. Banker, J. O. Brown, J. T. Erwin.

The Dawson arrived Saturday night with a large consignment of freight, 23 passengers and a large shipment of mail. She will leave this afternoon at 4 o'clock on her return trip to Whitehorse.

The Clifford Sifton is due tomorrow afternoon and will leave the following day. The Prospector left Saturday night on her regular trip to Stewart and way ports with a full passenger list, which was as follows: Dave Marneau, W. M. Berry, C. Burrow, Jos. Pomrow, W. Gallegher, M. R. Boyd, G. Morrison, Ben. Volkman, N. McNeill, W. H. Johnson, W. Abbott, Jack Leonard, Chas. H. Cutting, G. B. Curtis, Arthur Whelan, T. McAlvon, Jos. Booth, E. Smith, J. J. Evans, Mrs. Evans, T. Henry, T. Bennett, T. H. Kelly, John Banock, H. Robertson.

No word has been received as yet from the down river boats, but it is expected that they will be heard from within a day or two.

Have no Limitations

Make up your mind that the Creator made you to enjoy life and to have all the good things in this world necessary to your well being and moral and spiritual growth. Think large things for yourself, for the all powerful ruler did not set for you the narrow limit which you have in mind. Limitation in thought will certainly produce limitation in possession. If you are convinced that you will never have much, that you are poor and will remain so, the chances are ten to one that you will.

How can you expect to expand your life, to enlarge your possessions to widen your sphere, while you think and talk limitation? Enlarge your horizon; be generous to yourself in thought and ambition. The creator never made people to limp along the starvation line; there are enough resources in the world to make everybody well, happy and contented. The great trouble with us is that we circumscribe ourselves by thinking within narrow limits. "As a man thinketh in his heart, so is he."—Success.

Paraguay Tea

Mate, or Paraguay tea, which is the favorite beverage among a population of some 20,000,000, grows wild in the woods of the southern half of South America. For many years its cultivation was a lost art. Although large plantations were planted by Jesuit missionaries more than a century ago, later attempts to raise the plant were fruitless, and not until recently have new plantations been established in Paraguay. The secret of cultivation, it is alleged, is that the seeds will not germinate until treated with a potassium salt.

A Chicago dispatch says it is impossible to identify the body recently found in the field at Seventy-fourth and State street as that of Minnie Mitchell, and it is thought on this account that the inquest will prove fruitless.

Wigs in Court

Before the reign of Charles II. judges wore either a velvet cap, a three-cornered hat or a coil, but in 1660 the perwig came over from France, and the grave aspect which it gave to an otherwise commonplace face was appreciated at once by judges and doctors, who immediately adopted it. The former have stuck to it ever since. Barristers, seeing how good was the effect of a wig, attempted to copy their seniors' example, but the judges had no idea of their copyright being infringed and made things so unpleasant for their imitators that it was nearly half a century later before wigs were universally adopted in law courts.—London Globe.

The town of Babahoye Babahoya, capital of the province Dos Rios, Ecuador, was totally destroyed by fire on Tuesday. The town has a population of about 2,000.

Notice.

There will be held a meeting of the Yukon Mining Association for the purpose of perfecting permanent organization, at the board of trade rooms, N. C. office building, Dawson, at the hour of 8:30 o'clock p.m. on Monday, the 1st day of September, 1902. All persons interested in furthering the mining industry in the Yukon territory are requested to attend.

By order, LEROY TOZIER, Secretary pro tem.

Committee: N. A. Fuller, H. H. Norwood, Joseph Barrett, Samuel Stanley, P. R. Ritchie.

Signs and Wall Paper

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