

The Klondike Nugget

TELEPHONE NO. 12 (Dawson's Pioneer Paper) Issued Daily and Semi-Weekly. GEORGE M. ALLEN, Publisher

Subscription Rates table with columns for Yearly, Semi-Weekly, and Single copies, and rows for advance and per month rates.

NOTICE. When a newspaper offers its advertising space at a nominal figure, it is a practical admission of "no circulation."

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

SATURDAY, MARCH 22, 1902.

\$50 Reward.

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



AMUSEMENTS THIS WEEK.

Auditorium Theatre - "Northern Lights." New Savoy - Burlesque and Vaudeville.

A BLUNDERING POLICY.

Notices were posted yesterday in the gold commissioner's office setting forth that in respect to certain hydraulic concessions granted by the government, the same will be thrown open to location for ordinary placer purposes unless immediate payment of rentals is made.

The history of the various concessions that have been granted in the territory tells a story which the government should weigh and consider with the utmost care before making any further grants. With scarcely an exception they have been secured for purely speculative purposes. The applicants have been men without capital sufficient to undertake the development of their ground and have relied entirely upon the hope of interesting moneyed men in their various schemes.

Of all the concessions covering several hundred square miles of ground which have been granted during the past five years, not one has been opened up as contemplated in the terms of the grants. In a few isolated cases where any work of consequence has been performed, all operations have been conducted by the ordinary means of placer mining which fact in itself should be sufficient to compel the cancellation of the grants concerned.

It may be said, therefore, that the policy of the government in granting concessions during the early years of the district's development, has been a blunder from beginning to end. It has simply served the purpose of keeping a vast amount of ground out of the hands of practical miners and tying it up in the possession of men who have neither the means nor the ability to develop it.

With the foregoing as the invariable experience of five years, what reason is there for belief that Treadgold and his associates will differ in their policy? Expert engineers have declared that their scheme for placing water on the creeks is impracticable, and by the terms of their grant the same is forfeited if they fail to carry

out the clause covering the delivery of water. If the Treadgold grants are permitted to stand, the probable result will be the tying up of a large area of ground for a period of years while a futile effort is made to carry out the terms of an impracticable scheme.

A PENNY SAVED. The long stretch of cold weather is rapidly drawing to a close and in a very few weeks the trails leading to the various mining centres of the district will become soft and in many places well nigh impassible. Particularly will this prove to be the case in respect to the more distant creeks where the roads have not been properly graded and the road beds not any too effectively drained.

These facts should be carefully borne in mind by all claim owners who anticipate operating their claims during the coming summer. The coming two weeks will be the best season of the year for moving freight, and thereafter it may be anticipated that the rate for transporting goods to the creeks will advance. It follows, therefore, that the far-sighted claim owner will improve the occasion to move as much of his necessary supplies as possible before the roads begin breaking.

The element of economy enters now into the plans of the practical miner as never before in the history of the local mining industry. The claims which are able to stand an extraordinary expenditure for development work, and still pay a profit to the owner, are not so numerous now as in former years.

The hope of the country rests largely in the successful development of comparatively low grade ground, and to make the working of such ground a remunerative undertaking it is necessary that the same rules be applied which govern in the operation of any ordinary business.

Every dollar expended must be made to go as far as possible and unnecessary leakages stopped. Whatever opportunities for reducing the expense of operation may present themselves should be improved to the utmost, for every cent saved is so much added to the net earnings of the claim.

The difference of a cent a pound in freight rates will amount to a considerable sum in the course of a year. That difference and possibly more may be saved to those claim operators of the district who have their supplies moved before the advent of soft weather.

It is a wise adage that a penny saved is in the end a penny earned.

The present century will in all human probability witness the realization of the hopes of those people who desire to see war abolished. The cost of making war has constantly increased and the means of destroying human life, of recent date remarkably improved. War is therefore more expensive and more productive of casualties than ever before. When a new rifle is invented superior to those previously in use, millions must be spent in furnishing the armies of the world with the new weapon and the old must be abandoned. The same thing is true in respect to the equipment of the navies of the great powers. Common sense will sooner or later come to the rescue and when it does, war as a matter of course will come to a sudden end.

"Did you say that hair restorer is a good thing?" asked the patron. "Yes," answered the barber, with some slight hesitation. "It's a good thing. We sell several bottles a week at a dollar a bottle." "But how do you know it's a good thing?" "Because the profit on every bottle is 75 cents."

EMPEROR'S NEW YACHT

The "Meteor" a Thing of Beauty

Not Constructed for Speed, But Few Will Pass Her - Carries Enormous Sail.

New York, March 1. - The first impression one gets on viewing Emperor William's new schooner yacht is that she has immense strength. She has the lines of a fast boat, but to one chiefly accustomed to judging racing models the absence of some peculiarities of the modern top speed machine inevitably suggests that she could have been made faster if high speed had been a special item in the order - which it was not.

Apart from the question of model, the vessel will be of great weight. As measured roughly with a lead pencil, the deck planking seemed to be nearly, if not quite, three inches thick, and this of itself means that in a vessel of 160 feet in length, with 27 feet of beam, she is carrying a pretty good deck load of timber - not too much for a cruiser of her size, though practically prohibitive for a racer.

The Watson designed schooner Rainbow, owned by C. L. Orr-Ewing, M. P., which is five feet shorter on the water line, carries three inch planking, and in the racing field did nothing, being anchored by over-weight. Yet the Emperor's craft is twenty feet longer on the water line than the Endymion, the American schooner which now holds the record for ocean passage, and with her three feet greater beam and one-foot further draft she has an increased water power that ought to go far toward capturing the blue ribbon of the seas if she has that luck on which all fast ocean passages depend.

There are numerous smart American schooners which in the millpond courses of Newport and Long Island Sound might steal away from the new Meteor, but when it came to drawing out this boat's enormous power for carrying on sail in a hard wind for a straightaway of 3,000 miles it would be hard to name any sailing craft that could confidently expect to defeat her.

METEOR'S ENORMOUS SAILS.

For broad reaching, when she will be carrying mainmast staysail and balloon jib, together with her largest club topsail at the main, she will hang up 22,049 square feet of sail. This is something like 8,000 square feet greater than the triangular areas measured for the calculation of time allowance on the Shamrock and Columbia. The lower canvas alone of the new boat will measure about 10,000 square feet. The main topsail yard will reach about 150 feet above the surface of the water, and though the sail plan seems to put the canvas well on board, she will have a reach of about 200 feet from the end of the bowsprit to the end of the main beam. That the main sheet crew will need "beef" is shown in the measurement of the main boom, which is eighty-two feet long. When this mainsail is reefed it will be like reefing boiler plate when the canvas is wet.

The chain plates are not bolted in the old way down the frames, but are simply fixed by five bolts to the top strake of the outside plating of the ship, in almost the same way as was found on the Shamrock II. - a method which caused some comment until one discovered the enormous strength of the steel which is in the top strake. There are five chain plates on each mast, showing that there will, in all, be twenty shrouds. The chain plates are all of galvanized wrought steel, which will look less rough when they are painted.

House Furnishings

- Carpets, Art Squares, Curtains, Curtain Poles, Window Shades, Blankets, Pillows, Sheets, Pillow Cases, Etc.

AT LOW PRICES J. P. McLENNAN 233 FRONT STREET

and they will probably take large bronze turnbuckles to set up the shrouds. The steel bulwarks are about eighteen inches high, over which there is a broad wooden rail. Teak is the wood which has been selected for the deck fittings, skylights, etc., and away aft there is a small deckhouse, or rather trunk, which is merely to give headroom for descent at the companionway. With these exceptions, the decks have a clean sweep from bow to stern, with a moderate sheer that is graceful and easy.

FITTINGS BELOW DECKS.

Inside the vessel it is noticed that the steel frames are spaced at twenty-one inches on centres, and in the forward part of the overhang, right in the eyes of the ship, are oil tanks to carry the whole supply of lighting fluid, back of which there is a fore-castle for twenty men of the crew. Then comes a watertight steel bulkhead that has no opening through it, followed by the stateroom for the captain and apartments for two cooks and a steward. Aft of these is the galley for the owner, and another for the crew, and on the starboard side, rooms for two mates and the icebox. There are three tanks for fresh water, carrying respectively 700, 500 and 150 gallons - 1,350 gallons in all.

The main saloon, running the full width of the ship, comes next, over eighteen feet long, by twenty-seven wide - to be fitted in gold and white. Aft of this on the port side, are three staterooms for guests, reached by a hall. The owner's room, measuring about thirteen feet each way and connecting with a private bathroom, is here, on the starboard side. The companionway here leads down into a "vestibule," which is part of the passageway to the main saloon, and just back of the stairs is a ladies' cabin, reaching from side to side of the vessel, which is here about twenty-two feet, and the room is thirteen feet long, to be fitted with dressing cases, etc. The joiner work for the interior is now about finished in another part of the yard, and will be put in place while the yacht is being spayed and rigged after the launch.

Mr. W. R. Marsh said his firm would not supply the interior furniture of the yacht, as this would be especially made or selected according to his Majesty's views. Wilson & Silsby, of New York, have the contract for the sails, and the spar measurements are about as follows: Total length of mainmast, 105 feet; above deck, 89 feet; foremast, above deck, 85 feet; spruce main topmast, 50 feet; fore topmast, 54 feet 8 inches; main boom, 82 feet, made of hollowed Oregon pine; spinnaker boom, 68 feet 6 inches.

The framing of the keel is of the trough kind, none of the lead being bolted on the outside, but fitted along the keelson and in the bottom of the fin. For a yacht of her size, the draught of water, at 15 feet, is moderate, and she will carry about 120 tons of lead ballast, having a displacement of 315 tons.

In the model, the Rater-line, which is 120 feet, is somewhat increased by a sort of outward bulge in the generally straight line of the cutwater leading from the forefoot of the fin, up to the bowsprit. This gives the boat a much better grip forward for heavy windward work, and the entire front of the boat is at variance with the high speed models of the last eleven years, having none of the spoon-like outcurves at the entrance, but on the contrary, a very marked hollow line, where the forward part drops into the water, this being a distinct, curious and notable return to the designing of former years.

In so capable and experienced a designer as Cary Smith, it unmistakably shows his dissatisfaction with what is now known as the Herreshoff bow - at least for a cruising yacht, and there is no doubt that, although such a model as the Meteor's will plunge easier, she will have none of that heavy banging on the seas which has been one of the banes of latter day racing. The return to the clipper bow will be viewed with pleasure by all lovers of a yacht, as distinguished from the racing machine, and the evident strength of this bow is, indeed, most pleasing. For a change.

En Route to Eagle.

Mr. Wallace Evans, special agent of the United States treasury department, is in the city en route to Eagle, where he goes partly on business and partly on pleasure, the latter being to visit his cousin, Collector Baker of that place. Mr. Evans is a son of Colonel Evans, also of the treasury department, and, although quite a young man, has seen much service for his country, having spent some time in the Philippines during the heat of the late unpleasantness.

While in the city Mr. Evans is a guest at the Regina. He will be here several days before continuing his journey on down the river. He arrived in Dawson Wednesday.

NOTICE.

It having been brought to the attention of this paper that one "Billy" Devine is representing himself as an agent for the Klondike Nugget in Alaska, the public will hereby take notice that the said Devine has no such authority, and the said Devine is warned that he is rendering himself liable to prosecution.

Signed: THE DAILY KLONDIKE NUGGET

Just received over the ice, fresh turkeys, geese, ducks and oysters. Bonanza Market, next to post office. Job Printing at Nugget office.

ANGLO-AMERICAN COMMERCIAL COMPANY. Standard Cigars and Tobacco, Wholesale and Retail At Right Prices. BANK BUILDING, King Street. Fire Proof Safes Sold on Easy Terms.

AMUSEMENTS. The Auditorium. Week Commencing Monday, March 24. "Northern Lights" A Page From American History. 21 - People in the Cast. NO SMOKING - Monday, Thursday & Friday.

NEW SAVOY. Week Commencing Monday, March 24. Trish Aristocracy. Olio Better Than Ever. To conclude with Maurice's "Legation" Marconi, the Inventor.

Pacific Packing and Navigation Co. FOR Copper River and Cook's Inlet. YAKUTAT, ORCA, VALDEZ, HOMER. FOR ALL POINTS in Western Alaska Steamer Newport. OFFICES SEATTLE, Cor. First Ave. and Yeeler Way. SAN FRANCISCO, No. 35 California Street.

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