

CHOOSE EASIEST WAY OUT OF IT

Namely, Referred Matter of Transportation to Committee

After Many Sensible Views Had Been Advanced—Report Will be Submitted in Two Weeks.

It was generally agreed by the members of the Board of Trade present at last night's meeting that the freight rates of the transportation companies and especially of the W. P. & Y. R. are very much higher than the price of commodities will justify. No definite action was taken but a committee consisting of Falcon Joslin, D. Doig, E. B. Condon, H. E. Stumer and J. H. Rogers was appointed to procure data and other information upon the subject and to report back to a meeting of the Board of Trade to be held in two weeks, the advisability of memorializing the government or otherwise as they may see fit.

Before proceeding to the discussion of the question a communication was read from H. C. Macaulay who left yesterday morning for the outside requesting the appointment of some one to take his place on the various committees of which he was a member. On the committee regarding the transient trade the chairman appointed Mr. Hull and on the committee on the retirement of gold dust Mr. J. P. McLennan was appointed.

The chair then announced the question which the meeting was called to consider and requested the opinion of the members on the subject.

Several personal calls for the chair were made before anyone was found who was willing to open the discussion. Secretary Clayton stated that acting under instructions from a previous meeting to get data regarding freight rates, etc., he had procured copies of the transcontinental freight tariffs and that was about all the data he could find.

Mr. Timmins opened the discussion by making a motion that a committee of five be appointed to prepare a memorial to the Yukon council relative to legislation on the subject. In support of his motion he said that he had heard Justice Dugas speak at some length on the subject and from his remarks he would infer that the council would be willing and pleased to act on suggestions from the Board of Trade.

Mr. Doig was opposed to the motion as he was of the opinion that as the Yukon council has no jurisdiction over the matter it would only be a waste of time to memorialize them but the memorial should go straight to the federal government, who only can pass legislation on the matter.

M. Timmins replied that his object in having the matter brought through the council was that they would perhaps give it more weight than if coming merely through the Board of Trade. Here the discussion became general and the motion was lost sight of and did not come before the meeting again.

Mr. Fulda made a request for information on the subject of freight rates, stating that he was ignorant on the subject and if anyone knew anything about it he would be glad to be enlightened.

At this point Mr. Doig produced a general round of laughter by saying that having heard a great deal of complaint about the excessive charges of the banks he wanted to know how it could be helped when they had to pay \$2500 per ton on their gold shipments and got no more security than was given on a shipment of hay, which was only charged \$155 per ton, and he made a motion that instead of the government being petitioned to establish an assay office they be petitioned to start a line of steamers to carry the gold at a reasonable rate to the outside. Seconds to the motion were heard from all parts of the house, but it was not brought to a vote.

Mr. Fulda remarked that there was in great risk and also a large expense shipping gold especially on the river, and cited one instance where one boat with a large treasure shipment went aground and it took two boats one whole day to get her off. "The charges," he said, "should have been \$400, but it was compromised at \$400. When we send any dust down the river we always send an armed escort with it and we have often paid other companies first-class fare for their passage back besides paying them a good salary for their services." Turning to Mr. Doig he said, "I don't believe you want the government to establish a line of boats on the river," to which Mr. Doig replied that he did as much

as he wanted an assay office established here."

Mr. Joslin was of the opinion that before progress could be made it would be necessary to get more information. He said he supposed that 75 per cent of the business was done by the W. P. & Y. R. and all knew that their rates are excessive. "For the government royalty and freight," he said, "the country is paying 25 per cent of its gross output of the mines. We should take the company rates and the transcontinental tariff rates and make a table of comparison, learn the law on the subject and see if the company's charter cannot be attacked in some way to compel a reduction. Another feature for discussion would be a competing line. Let us encourage the government to grant a charter to another line which I believe is now pending before the provisional parliament."

Mr. R. P. McLennan in response to a call from the chair, said: "Much benefit would result from a competing line. Those of us who are doing a large shipping business know very well that we are today paying more to have our goods brought into Dawson by the W. P. & Y. R. than we did to have them hauled from Dyea to the Canyon, from there over the Chilkoot trail and then by Orr & Tukey's pack train to Bennett and down the river by scows. The price we paid then was six cents per pound from Dyea clear through to Dawson. According to the schedule of the W. P. & Y. R. for 1901 the price ranges from \$125 on shipments of 5 to 10 tons up to \$270, and in some cases it goes over \$400 per ton and it strikes me that the rate is altogether too high. Taking my own business for example, under the new rate we will have to pay for pots and kettles 18 cents per pound, enamelware 13 cents, pig iron, which has the cheapest rate quoted is \$125 per ton, japanware 21½ cents per pound, graniteware 21 cents, window sash 21½ cents; then taking other commodities, pianos will cost 19½ cents, general merchandise 28½ cents, millinery 23½ cents, silk underwear 21½ cents, bath tubs \$150 per ton, linoleum and wall paper \$150, suspenders \$225, pants buttons \$225, coffins \$300, beer and ale \$135 and other things in like proportion.

"The general average I think will amount to about \$200 per ton and taking the amount of last year's importation, which was about 30,000 tons, as a fair estimate of this year's business, it will give to the railroad company \$6,000,000 in freight charges; add to that \$8,000,000 for the cost of the goods, \$1,000,000 for royalty, and it leaves \$5,000,000 to be divided between 15,000 people which will give them a little over \$300 each."

The question was further discussed by the gentlemen present when the chairman asked Mr. Rogers to make a statement from the railroad company's point of view, seeing that he was considered the defendant in the case.

He closed his remarks by making reference to the losses of the different steamers by wreckage and asked if anyone could show where the old B. L. & K. line, the Flyer line, the B. A. C. or its successor the D. & W. H. Nav. Co., the Empire line or the B. A. companies ever made any money on their steamboats.

Mr. Rogers had a previously prepared, lengthy but concise address which he delivered, and which tended to show that there are not the profits with the W. P. & Y. R. as many suppose.

His remarks closed the discussion and the motion was put and carried unanimously. The meeting adjourned to meet in two weeks.

Delayed Garden Flaking.
Until the mercury changes its habits and refrains from dropping down to within a few degrees of zero every night as is its custom at present, the work of garden making must be postponed.

It was fully demonstrated last year that garden truck of several varieties can be very successfully and quickly grown here after the season once opens, but from present indications the month of May will be well advanced before it will be safe to entrust seeds to the ground.

His Rendition of Curfew.
"Imitation, you know, is the sincerest flattery."

"Not always. I happened to overhear Miss Wattells imitating the way I read that poem at our Chafing Dish Club the other night, and I can assure you it wasn't at all flattering."—Chicago Times-Herald.

A Rural Longing.
"Say, our bookkeeper is foolish."
"What do you mean?"
"Why, he says when he gets old he wants money enough to go out and live where he can see the moon go down behind a hedge."—Chicago Record.

Oranges, Lemons, Selman & Myers.

BUILDING MATERIAL

In Way of Brick and Lime a Future Certainty in Dawson.

The discovery of lime which in quality is equal to that of any in the world has recently been made and is bound to create a revolution in the building industry of this country. The ledge was discovered about a week ago on the Yukon near the Indian river and assays made show it to be of a very high quality.

The assays were made by the A. E. Co. and this morning Mr. Marsden the chief assayer of the company brought into this office a sample of the assay which showed 51 per cent pure lime, with about 12 per cent calcium.

The location was made by O. W. Hobbs and Chas. Welch, who have now four men at work blasting out the rock to erect kilns and other buildings preparatory to carrying on the work on a large scale this summer.

Other discoveries of lime have been made but have always proven to be of a very inferior quality and it has been the intention of those contemplating the erection of brick buildings to have their lime shipped in from the outside.

This discovery brings all the material necessary for the erection of brick buildings within easy reach of Dawson and there is no doubt that there will be a number of brick buildings erected here this summer.

Not only will this enable the erection of brick buildings but will be used to a large extent in preparing frame houses for the winter by lathing and plastering them, which everyone who has lived in a frame house this last winter realizes would be a great aid in keeping warm.

Two brick yards will also be in full operation this summer and it is claimed that brick will be as cheap if not cheaper than lumber.

Messrs. Matheson and Graham will establish a kiln on the hill about two miles back of Dawson, where they have an excellent bed of clay and expect to work on a large scale.

Mr. Hobbs has also a large plant established up the Yukon near the Indian river and will have several kilns in operation. He expects to make about a million and a half bricks during the summer.

This country is rich in mineral resources, traces of every known mineral product having been found and paying ledges will surely be discovered. With the material at hand Dawson will become a metropolitan city in good earnest and we can reasonably look forward to seeing stately brick buildings in the near future.

COMING AND GOING.

Tom L. Gear from Hunker is in town for a few days.

Miss Howe from Seattle, is a guest at the Regina today.

U. S. Consul J. C. McCook is reported much better today.

L. J. Pike, of Tacoma, Wash., is among the recent arrivals from the outside.

Hulme, Miller & Co. are preparing to do a more extensive business this year than ever before.

Thos. Nixon, of Big Skookum, Arvid Brodin, of 18 above Bonanza, and A. J. McDonald, are registered at the McDonald.

Incoming mail passed Selwyn at noon yesterday and if it does not encounter too much open water on the trail will arrive in Dawson this evening.

At the Board of Trade meeting last night the secretary was instructed to procure a copy of the miners' lien law now pending before the council for final action and request the council to postpone action for one week to give the board an opportunity to discuss the ordinance.

Yesterday morning men were employed in taking down the curling rink which is located on the slough this side of the barracks and it was none too soon for the water raised there in the afternoon nearly a foot, overflowing and breaking the ice. It froze again last night but this afternoon was flowing again.

No Clinch on Her.
"It is true young Mr. Billyard is not an imposing figure, Mabel, but he is every inch a man."

"I know it, mamma, but there's only about a 'teen inches of him."—Chicago Tribune.

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