

The Klondike Nugget

(DAWSON'S PIONEER PAPER)
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NOTICE.

When a newspaper offers its advertising space at a nominal figure, it is a practical admission of "no circulation." THE KLONDIKE NUGGET asks a good figure for its space and in justification thereof guarantees to its advertisers a paid circulation five times that of any other paper published between Juneau and the North Pole.

The NUGGET has a regular carrier and express service covering Bonanza, Eldorado, Hunker, Sulphur and Dominion creeks and tributaries. Mail orders taken and prompt delivery guaranteed on all the above. Orders for delivery of papers, mail or express may be left at the Nugget Express office or given to creek agents.

FUTURE DISCRIMINATION.

The following is from Vancouver, B. C., and is dated March 15:

There promises to be lively times on the Yukon river this year when the ice breaks up and navigation is resumed. Many of the boats running to Dawson have been manned by Americans, but in the future those plying Canadian waters will have to have a British skipper and British engineers. Inspector Russell, of this city, who went north last year, was late in getting through to Dawson, and he had to inspect the steamers just where and when he could. This year things will be different. He will leave here early in May and be on the river in good time to inspect all steamers.

Last season he gave warning to all vessels plying in Canadian waters that they must carry British officers, and he now intends to see that the law is carried out or the boats will be tied up. Mr. Russell is preparing to go north again, pushing right through to Dawson, where he will be able to inspect all the steamers which reach that place.

"I gave good warning last year about British officers being carried," he said today. "And unless the law is obeyed I will tie up every vessel which is not properly qualified. Many of the boats are entirely manned by Americans, and in some cases it is doubtful if any of the officers possess papers at all. But this must cease, and I shall rigidly enforce the law. It may cause trouble, but I can't help that."

The following is the comment of the B-I upon the information contained in the dispatch:

Under existing treaties with Great Britain the navigation of the Yukon is free to the citizens and subjects of both countries. Any attempt on the part of the Canadian officials to interfere with American steamers operating on the Yukon is likely to bring on the Dominion a sharp call down from the imperial government.

The P-I is somewhat misleading as is also the Vancouver dispatch. By treaty stipulations the vessels of America and Great Britain can enter each others ports under their own flag and manned by their own officers. An Atlantic liner leaves Liverpool officered and manned by British seamen and proceeds without hindrance up the East river to New York. On the other hand a vessel of the National line—American boats—will leave New York flying the stars and stripes and under American officers, and will proceed up the Mercey to Liverpool as if going into a home port. However, for the prevention of loss of life and property, both countries have established pilotage laws for passenger steamers and at Sandy Hook, whether the vessel be British or American, if it carries passengers it must take aboard a pilot trained on those particular waters, and carrying papers showing him to have been examined as to his knowledge of every light, point and bar between there and the vessel's dock in New York. At the mouth of the Mercey, before attempting those sandy channels, the same thing occurs, and British pilots are taken aboard. In all this there is nothing like retaliation or discrimination; just ordinary precaution and care for human life. From the foregoing it may safely be taken for granted that there will be no interference with the officers of American steamers plying between St. Michaels in United States territory and Dawson,

in British North America. It is quite possible that for revenue purposes there may be a pilotage enactment enforced compelling the shipping of a registered pilot before crossing the boundary below Forty-Mile, but there can not and will not be any interference with American skippers and masters.

In the up-river service the conditions are altogether different. Vessels plying between San Francisco and Seattle—or indeed between any two American ports, must be American bottoms, must fly the American flag and must carry American papers. Just so in Canada. Vessels engaged exclusively in interior traffic are solely under the laws of this country. By the present law no boats can engage in Bennett-Dawson traffic but those flying the British flag and carrying British papers. The carrying of the flag was enforced last year, but the papers were more or less overlooked. Internal regulations upon their own rivers is a purely Canadian affair and should they care to do so they may show the same discrimination as was done in the anti-alien law which has depopulated the Atlin country.

There is one point overlooked which may change the complexion of this upper river navigation. If the joint high commission which is arbitrating boundary and fishery disputes between Canada and the United States should decide upon giving Canada a port at Pyramid harbor or elsewhere on Lynn canal, it would be but bare equity for Canada to give the United States a port on Lake Bennett. If that were done it would place the boats plying between Bennett and Dawson on the same footing of internationality enjoyed by the boats plying between St. Michaels and Dawson and would give them the same exemption from petty internal regulations outside of a possible pilotage law.

THE NEW WAGON AND SLEIGH ROAD.

A mysterious ordinance has just been passed by the Yukon Council, which is mysterious simply because the first the public knows about it is after it has become as much of a law as the council can make it. It is strange that in the minutes of the council meetings which are given to the press we cannot recall the presentation of this ordinance for passage by the attorneys for the company. It is just as much of a surprise to the NUGGET as to the public to learn that the territory from Bennett to Dawson has been blanketed with a wagon road, which can select any route it chooses and build as many or as few branches as the company may in its wisdom elect to build. If the grant is legal, it means that the company can now acquire the defunct tramless tram to the forks and proceed at once to charge toll, the amount of the tax depending entirely, by the terms of the grant, upon the wishes of the company and the consent of the Yukon commissioner. By the provisions of the petition for the grant, the company can abstain from any further building expenses for three years, the only real expense of the grant which appears upon the surface being \$500, which the grantee must pay into the coffers of the Yukon council within two months from the date of the granting of the ordinance on April 10.

The company may be all right, and the wagon and sleigh road to Bennett may be completed, as per the ordinance, by 1902, yet the very fact of the matter being kept so quiet until it was made as near law as the council can make it, is suspicious itself in the light of other tramless tramroads, of which the first heard by the public was when arrogant toll gatherers stepped out upon a beaten trail and not only demanded passage money but actually succeeded in collecting it for months before the NUGGET invoked the aid of the law to remove this unjust exaction which the council had empowered private citizens to make. Mr. Ogilvie never relinquished this sympathetic attachment to the plan of making friends rich by empowering them to extort tithes from the common people, and the public will watch with interest the development and unfolding of this later wagon and sleigh road

graft. In conscientious hands it can be made of vast benefit and light burden to the people, but the fact that the company alone, with the approval of the commissioner, can fix the tariff at all the traffic can bear, is, to say the least, ominous.

It goes without saying that the Yukon Overland Express and Transportation Co. do not purpose building a summer wagon road, which could for one moment compete with the upper Yukon boat service to Bennett. It will simply be a winter trail or nothing. Only time will give the full inwardness of the grant, and the company has till January first to commence operations—unless they care to acquire the O'Brien tramroad and rebuild the toll gates at once.

BOILED WATER NOT SUFFICIENT.

Typhoid is a filth disease. Mysterious cases have originated which for years somewhat misled physicians, but now it is generally conceded that the germ voided from one human organism had to be swallowed by another before the disease would spread. The germ dies in boiling water so there is no fever in water which has thus been heated no matter how otherwise filthy it might be. Sewer cleaners in the great cities live as long as other people and are not in any greater danger of fever, as statistics will show, even though they are daily in contact with the very essence of typhoid poison. Cholera in the English troops stationed in India was reduced to a minimum by the introduction, some years ago, of boiled water into all culinary uses and for drinking purposes. However, in one camp the cholera persisted in raging with unabated virulence, notwithstanding that the boiled water was issued each day with the utmost precision and regularity. After a number of fatalities, an investigation revealed the fact that though the water carrier was faithful to his trust as far as he knew, in his ignorance he was in the habit of cleansing his water pails in the polluted river. This was stopped and there were no new cases of the disease in that barracks. This is supposed to bear out the theory that cholera, as typhoid, does not arise spontaneously in the alimentary system of the victim. An atmosphere vitiated by foul smells and effluvia may do much to bring the human animal into that condition when it is particularly liable to the disease after swallowing the germ; but notwithstanding the condition of the earth or the air, that germ must be swallowed or there will be no typhoid. Hence the conclusion is forced upon one that the source of the water supplied to Dawson is of the utmost importance. It is not sufficient that boiled water be drunk if the utensils and loads are cleaned in ordinary river water. With an abundance of clean, pure water for cooking, washing and drinking purposes one need have no fear of that dreadful fever.

SPASMODIC GOODNESS.

San Francisco, as other large cities, is subject to spasms of virtue which centers all eyes upon her in admiration. By an overwhelming vote in the board of supervisors all betting on horse races, of whatever nature, is forbidden in the county and city of San Francisco from this time forward. No more the festive pool seller will beguile the artisan and counter-skipper into the joyful excitement of hazarding their week's earnings; no more—but alas! one cannot say never more as long as poor, weak human nature is what it is. As sure as the sun rises and sets on San Francisco tomorrow, just so sure will there presently be a lapse from the commendable virtue of the past month and the butterfly youth of that burg will again find itself dallying with the man who offers the field against the favorite. The fact of the matter is, it is the next thing to an impossibility to enforce a law until the great body of the people has been educated up to the point of endorsing the law. Attempts have frequently been made at prohibiting other vices besides gambling, notably the prohibition of the sale or use of liquors in Maine, Iowa, Kansas, and a dozen other states. The body of the people were not educated up to that point, and in spite of the law and

the machinery of the law the prohibition failed to prohibit. The impossibility of enforcing a law demonstrates its unpopularity, and its unpopularity, where the government is supposedly a popular one, should show a weakness somewhere in the law. San Francisco is the greatest betting town today in America—not because of any peculiar laxity in its law or its government, but from the nature of the argonauts who have wandered from the four corners of the earth and settled up the land of the setting sun. The remedy is not in unworkable laws, which will die a natural death within a month, but in a system of education against the vice such as is now being engrafted into American public schools with regards to intemperance; and which is destined within another generation to make intemperance as unpopular—even without a law—as adultery is today.

In the local reports last week was an account of a man who was bringing in a stamp mill with which to experiment with frozen ground. The plan of the originator of the idea was to blast out the frozen auriferous gravel, stamp the frozen fragments and wash out the gold by elixivation. The plan strikes us like the feat performed by Thompson's cot which will be remembered to have swam the river to get a drink of water. The redneck of the frozen ground to a pumice before washing has in it an element of the absurd since the washing presupposes running water, in which case the frozen ground would thaw out and wash without any aid from the stamp mill.

Charlie River.

A Seattle correspondent has the following to say of Charlie river: "The Charlie river district is favorably located. It is 700 miles below Eagle city, 75 miles above Circle City and heads in the Tanana hills. Charlie river flows almost south, and during the spring freshet is navigable for small steamers up 100 miles to the Shelton fork.

There are 28 creeks, ranging in length from 12 to 20 miles below the forks and all of them have prospected well. Most of them are shallow diggings, from four to six feet, which prospect from 5 to 15 cents to the pan on the surface. The colors are coarse—about the size of a grain of rice or wheat. Claims on Charlie river are 1200 feet long; on Sam's creek claims are 1200 feet. Sam's creek prospected from 6 to 25 cents to the pan and is winter diggings. Six thousand dollars were taken out of discovery on Drabam creek by a Mr. Moore.

There are 150 men on the claims this winter. They have organized and are sinking to bedrock and drifting across the creek to fully determine what they have. So many of the men are from Seattle that it is known as the Seattle camp.

While at Independence, Mr. J. F. Hawley, our informant, learned the following concerning the townsite: "Last September ex-Sheriff Woolery got an intimation that the place was a likely one for a townsite, and went down there and set up a witness stake, which was to the effect that he had taken the land for townsite purposes. According to my informant he wrote the names of seven men, who were at that time at Dawson, on his witness stake. There was then 14 men in the town and they had already chosen a recorder, and staked their lots. Consequently there is likely to be trouble should Mr. Woolery attempt to hold his townsite."

"Anyone may record a town lot by paying \$2.50. The laws of the camp give a man six months in which to build a cabin on his lot. The lots were being taken quite rapidly and I predict a bright future for Independence city, and Charlie river."

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—OF—

THE NUGGET EXPRESS

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MAIN OFFICE: Nugget Building, Next to the N. A. T. & T. Co. warehouse.

OLD EXPERIENCE

A Story of Plain Strangeness

Couldn't Remove T of a Kind—Will Indian—Savages

Messrs. Chee Ch Sunday last in the front street, after a The greeting between use and sincere.

"I'm sorry, old being Sunday I can Sour smilingly r friends head with pulled his ear cl moved his lips un able to overhear utes later beheld th the gloom of a cu between them. On the stopper drawn The glasses change to ruby fullness u from ruby fullness equal regularity, reminiscent.

"Do you know Williams' sawmill? Chee knew him. "Did you know v two years ago?"

Yes, he had heard "Well, your Kn below Circle?"

"Can't say I do," upon the corner of luxuriantly. "W Forepines for."

Sour gazed hard ate. "Why, your that's their nam Anglo-Saxons, did

"Well, what abo conversation. The glasses ch renewed their pr finished.

"Well, there wa Funk and Thomps Nulato, where the ago. We had so Tananas. Well, r reached the moult tated no fresh me when we heard Indians up there, the dozen, we—"

"My G—d!" straight-in his ehe ever thought of e

turned aw kin-his w—concocted the excess of his and multiplied paposes and squ contain his wite up to the table v color three time though flashed th Then wiping his h he looked sternly utes.

"You blooming at last. Don't paposes and squ and if they wer been unsuccessful no meet to sell t "I see," said C eible friend. "C

"Well, we turn miles and found knew Indian tal

man (like it-w looked grave f Williams brash "Sika, sapoli then, getting that can't be do