

The Klondike Nugget

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THURSDAY, JUNE 26, 1902.

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KLONDIKE NUGGET.



AMUSEMENTS THIS WEEK.

Auditorium—"A Crazy Idea." Orpheum—Burlesque and Vaudeville.

PUBLIC CELEBRATION NOT DESIRABLE.

In view of the sudden illness of the king and the uncertainty of his condition, the Nugget desires to endorse the view that no public demonstration should be held in Dawson on the Fourth of July.

It appears to us that, under the circumstances, anything in the nature of a public celebration would be quite outside the bounds of propriety. It is to be sincerely hoped that the king's condition is not such as to occasion any anxiety, but there is an element of uncertainty in the situation which is sufficient to warrant giving up the proposed celebration.

Canadians have always entered heartily into the Fourth of July celebrations that have been held in Dawson in the past, and appreciation of the courtesies thus extended may be shown in no better or more effective manner than by the quiet abandonment of the demonstration now proposed.

AT DAWSON'S EXPENSE.

If the business men of Dawson do not wish to see the townsite of Klondike city build up at their expense, they should bestir themselves and look after their interests.

The facts in the case as they have thus far developed may be briefly stated. According to published statements construction work on a railroad to be extended immediately to the Forks and ultimately to the creeks beyond will be undertaken within a very short time.

The promoters of the railroad state that they have received no encouragement in Dawson which will warrant them bringing the road to this city and therefore they propose to establish their terminal at Klondike city. What the consequence of such action on their part will be, is quite obvious. The traffic in goods and machinery destined for the creeks will gradually pass from Dawson to Klondike city. It is just as easy to land boats at the latter place as it is to them up in front of Dawson. Miners will be able to fill their orders without visiting this city and much of the trade which belongs here will of necessity be diverted across the river.

We do not believe that we have taken an extreme view of the situation. We are of the opinion that a serious condition confronts the merchants of Dawson of which in the in-

terests of themselves and of the entire community they should take immediate cognizance.

The railroad should run directly into Dawson, no matter what the additional expense of building a bridge may be. In any event the business men of the community ought to take the matter up and acquaint themselves with the facts in the case and see that their interests are protected. If they do not do so they will have none but themselves to blame.

The news of the serious illness of King Edward and the consequent postponement of the coronation ceremony will occasion an expression of profound regret and sympathy throughout the world. From millions of earnest hearts a prayer will arise today that the disease with which the king is stricken may not prove serious and that he will shortly be restored to complete health. In this prayer the people of the Yukon will join with the utmost fervor and sincerity.

CITIZENS AROUSED

Unanimous Opinion the Creeks Railroad

Should Make Dawson its Terminus Instead of the Village Across the River.

The interview published in the Nugget of yesterday evening with Thos. O'Brien relative to the terminus of the Klondike Mines Railway Company has created all kinds of commotion among many of the business men of the city and they have apparently just awakened to a realization of the fact that a railroad is about to be built and unless steps are taken to prevent it Dawson may be sidetracked altogether. Not that such operation could be entirely accomplished, as the topography of the country is such that any road leading up the tributaries of the Klondike must come within reasonable close proximity to the gates of the city, but if the present plans are carried out travelers will have to walk a mile before they can take the train and freight for the mines must be carted the same distance which will entail an additional expense that could be avoided if the company could but be induced to make their terminus here instead of in Klondike City. Why the residents of the city should have been so apathetic in the matter is hard to conjecture unless the road was thought to have been on paper alone, but now that its early construction is an accomplished fact the mistake of sitting idly by while the arrangements were being made is seen and every effort will be made to have the directors run their trains direct into the city.

A representative of the Nugget talked the terminus proposition over today with a number of the representative business men of the city and all are agreed that it would be but little short of a calamity were the road to end at Klondike City instead of Dawson. This is the natural terminus, every pound of freight must come from the city and every ounce of dust and traveler from the creeks must likewise come here. From what could be learned there is a strong impression that Mayor Macaulay should call a meeting of the business men and those most interested in the future welfare of the city with the object in view of meeting either the board of directors or general manager upon

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their arrival and see what they would require in the way of an inducement to have them alter their present plans. E. A. Mizner, manager of the N. C. Co., gave several reasons why Klondike City is unsuited as a terminal point.

"At the time Dawson was founded and we built our first store here in the spring of '97 there was something of a townsite fight on between this point and Klondike City. At that time there was no one here while several had already built across the river. In selecting our site we made careful examinations of the relative advantages of the two places, finally accepting this one on account of its steamboat landing facilities. Except in extreme high water there is no landing at Klondike City, a large bar extending far out from the shore. As far as the terminus being up there is concerned, there is no sense in it being there and it should come here by all means. It's like a road coming to a city and stopping several miles out in the country at a suburb. I think much of the capital to the road was subscribed upon the understanding that Dawson was to be the terminus. The old A. C. Co. has quite a block of stock in the road and I know it was taken only on account of our interests here. I would suggest that it be ascertained who the directors, president and general manager are and then they can be approached and it will be easy to find out what they want to bring the road here. It can be accomplished if the proper steps are taken."

R. P. McLennan was under the impression that one reason why the road was not coming to Dawson, at least not for the present, was on account of the expensive bridge it would require to cross the Klondike.

"I think their idea is to run their cars into the city over a street railway of the same gauge, using electricity instead of steam as motive power, providing, of course, that the city council grants the franchise asked for. The terminus would undoubtedly be better here and as for terminal grounds the flat opposite the barracks could be filled in and would furnish all the room they would require for ages to come. With the street railway connections such as I speak of, however, it would be no particular detriment to the town to have the shops and works at Klondike City. There can certainly be no harm in the business men getting together and talking the matter over. 'Something might be done.'"

"What do you think of the railroad going to Klondike City instead of Dawson?" was asked H. Te Roller, of the N. A. T. & T. Co.

"I really don't know what to say about it, there are so many phases to be taken into consideration. I do not think Klondike City can control the creeks trade to such an extent that it would work any serious injury to the Dawson merchants, but having the road come here would of course be a very great convenience to its patrons and a decided advantage to the city. If the company has really determined upon making Klondike City their terminus I fear but little could be accomplished in the way of inducing them to alter their plans. An appeal from the public would do no good and a subsidy of sufficient size to make it an inducement could not be raised without government assistance. However, I am thoroughly in sympathy with any movement that might be made which would tend to bring things our way."

Emil Staut part owner and representative of the Harper & Madue Townsite Company is also of the opinion that something should be done to bring the road here.

"The terminus should be here," said he, "as it is the only natural place for it."

"Did any of the company or its promoters ever speak to you in regard to terminal grounds within the townsite?"

"No, I have never been spoken to about the matter in any way whatever. Sufficient ground can be procured for terminal facilities and at a price more reasonable than many would imagine. The opinion seems to be prevalent, too, that so much of the townsite has been disposed of that it would be impossible to find a block of ground except by purchase from many owners, which is untrue. I could furnish a block on Fifth avenue which is the natural entrance to the city from the south. The idea of getting the business men together and talking this matter over is a good one and I am heartily in favor of it."

John R. Gray of the Dawson Hardware Company thinks the railroad company if necessary to induce them to come here should be subsidized either by the city or the merchants.

"The natural terminus is here and every inducement should be made to accomplish that result. The enterprise is a worthy one and is entitled to assistance. The idea of calling a meeting is a splendid one; in fact, I

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The White Pass and Yukon Route The British Yukon Navigation Co. Operating the following first-class sailing steamers between Dawson and Whitehorse: "White Horse," "Dawson," "Selkirk," "Victorian," "Yukoner," "Canadian," "Sybil," "Columbian," "Bailey," "Zealandian," and "Four Freight Steamers." A steamer will sail from Dawson almost daily during the season of 1902, connecting at Whitehorse with our passenger trains for Skagway. The steamers have all been thoroughly renovated, and staterooms put in first-class condition. Table service unexcelled. The steward's department will be furnished with the best of fruits and fresh vegetables. Through tickets to all Puget Sound and B. C. points. Reservations made on application at Ticket Office. A. B. Newell, V. P. and Gen'l Mgr., Seattle and Skagway. J. F. Lee, Traffic Manager, Seattle and Skagway. J. H. Rogers, General Agent, Dawson.

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WHITEHORSE ON TUESDAY, JULY 1, 8 P. M. FOR TICKETS, RATES, ETC., APPLY FRANK MORTIMER, Agent, Aurora Dock

RESERVATION THROWN OUT

Creates Big Stand of Homeseeker

Port Hall Indian Land Near foot Idaho, Open Settler.

Blackfoot, Idaho, June 24. Port Hall Indian Reservation, containing 418,000 acres, nearly all of which consists of fine timber, was thrown open for reservation today. Exactly one month ago nearly 2,000 people, mostly Indians, who had been waiting for some time for the opening of the reservation across the line in a wide strip of land and mining territory, were allowed to enter. Every conceivable kind of timber was used. Many had come for relays of horses in order to get to the Blackfoot office before others could do so, as much as \$30 for the use of a horse for a few hours. At 10 o'clock the noon hour immediately after the opening of the reservation, a large number of spectators formed in front of the office and in the window of the building adjoining the office. The first to enter were J. R. Mullen and F. E. Castello, who were the first to enter after 1 o'clock. They saw a cloud of dust rising from the road stretching southwest. Soon after the riders were made and spurring, running on horses that seemed to drop dead from exhaustion after an hour and fifteen minutes they had left Poate's office miles away, the two men and DeKay, leaped from the front of the office securing the coveted horses in route. Each man had up to him not more than fifteen minutes in the vigilance of the reservation promoters' succeeded in getting their horses lined up with the attorneys were busy in initiating contest.

At 6:40 p.m. the special train, run for the purpose of locating on the Blackfoot over the line. It was packed with men. Man were on the tender, and everywhere a hazardous foothold was spotted they swarmed like bees, and for the land office took an hour the force was helpless, but finally getting the crowd into the line came upon the "graffers" came upon the line to the pulling their places. Most of the men in short order, ranking them out as kind made offers of that kind. Only twenty-seven made today. The filing is completed before another day, and the work is necessary. The scramble will continue for several days, and consists will undoubtedly Everything is quiet tonight and no armed conflict. The land office has a number of issuing numbers, and a place in the morning is good. Several promising the opening of the line in the morning.

Norbeck is C... Minneapolis, June 1... cases today. Norbeck, detective, to... W. Erwin, his attorney... that he did not know... about his client. One of the accused called... a bench was issued for him. S... of Special Officer... the commitment of... very dependent, and... Another sensation... it became known that... of Minneapolis, had been... offering a bribe. The... the mayor endeavored... secretary, Thomas I... pointed sheriff by th... commissioners' when it... that Philip Megard... moved from office to... the malfeasance. In... carry out this plan...