

### CAPE NOME TO THE FRONT.

Will Become a Railroad Center Very Soon.

Proposed Line From Port Clarence to Port Safety—Norman R. Smith Talks in Seattle.

From Saturday's Daily.

There is said to be every assurance of the speedy construction of the much-talked-of railroad along the Cape Nome coast from Port Clarence to Port Safety, a distance of a little more than 100 miles.

Word reached Seattle yesterday that agents of the J. S. Kimball Company, of Nome, are now in the east perfecting arrangements for the immediate construction of the line which will pass through the Tread Route, Rodney, Fairview, New Eldorado, Sitook, Cripple, Penny, Nome and Bonanza mining districts. As has already been reported, the survey of the line was completed last November and on Jan. 6 the surveyor's blue prints were dispatched via the Kimball express to San Francisco at which place, until the present time, their disposition has been shrouded in mystery.

It is understood that Capt. Conrad Stiem, manager of the Kimball Company, has been busily engaged in furthering the project, seconded by J. S. Kimball in person. Whether the road will be the regulation broad gauge, or narrow gauge in size, was not divulged, but that it will be a substantial enterprise is assured by the tremendous traffic results to be realized in its completion.

United States Deputy Surveyor N. B. Smith, now at the Hotel Seattle, who was one of the prime movers in locating the White Pass & Yukon railway, talked at length of the new project last night.

"If the road is constructed immediately," said Mr. Smith, "it will prove the most lucrative railway of its length in the United States. Port Clarence, its northern terminus, will become general distributing point, as it has the only deep sea harbor on the American side of Bering sea. In fact, there are from seven to nine fathoms of water at this point and ships can discharge their cargoes in perfect safety during the entire open season."

"This reminds me that Capt. Stiem, of the Kimball Company, told me a few weeks ago that the loss in property and damage in unloading traffic at Nome last year is conservatively estimated to exceed \$3,000,000. Consider, then, that the Nome business for this season is but three times as heavy as in 1899. There you will have a loss of over \$10,000,000 for 1900. The amount is prodigious when seriously contemplated and can all be saved to the shipping fraternity by a railway in operation from Port Clarence."

"There are no grades to be encountered, as the route would follow the coast margin of the tundra which is level. Therefore, three months at the longest should see trains running. It would be the one railway in all the world to make claim to a ballast of gold sand."

"I hope that but little delay will mark the inauguration of the preliminary work. It cannot prove otherwise than a bonanza investment for the promoters, as it can be operated year-in and year-out, and moreover, another five years will only see the beginning of the development of this phenomenally rich country."

"In this connection, another point is pertinent. The gold-bearing sands extend the entire distance, and these would insure return cargoes for all vessels engaged in the Cape Nome trade. I am reminded, too, that with railway accommodations at Port Clarence, it would mean a prompt and extensive development of the Cape York district, immediately adjoining, the resources beyond peradventure, are rich."

"I recall that when we were discharging the cargo of the Alpha at Nome last year, we paid \$500 a day for lighters, using them, under contract, only ten hours out of the twenty-four. I am sure no vessels unloaded there that escaped an expense of less than \$10 a ton. Taking into consideration, then, the thousands of tons of freight that will go into the Nome district, with the realization of the road, the saving in lighterage will reach an almost staggering figure."

Mr. Smith believes that the Cape Nome road will ultimately become a link in a gigantic system which will tap the whole Pacific slope.—P.-L., June 4.

#### Horrors of Indian Famine.

Bombay, June 3.—Louis Kloppsch, of New York, publisher of the Christian

Herald, who has arrived here after making a tour of the famine stricken districts, makes the following statement:

"Everywhere, I met the most shocking and revolting scenes. The famine camps have been swept by cholera and smallpox. Fugitives, scattering in all directions and stricken in flight, were found dying in the fields and roadside ditches. The numbers at one relief station were increasing at the rate of 10,000 per day."

"At Godhera there were 3000 deaths from cholera within four days, and at Dohad 2500 in the same period. The death rate at Godhera and Dohad was 90 per cent."

"Air and water were impregnated with an intolerable stench of corpses. At Ahmedabad, the death rate in the hospital was 10 per cent. Every day I saw new patients placed face to face with corpses. In every fourth cot there was a corpse."

"The thermometer read 115 in the shade. Millions of flies hovered around the uncleaned dysentery patients."

"I visited the smallpox and cholera wards at Virgam. All the patients were lying on the ground, there being no cots. Otherwise their condition was fair."

"I can fully verify the reports that vultures, dogs and jackals are devouring the dead. Dogs have been seen running about with children's limbs in their jaws."

"The government is doing its best, but the native officials are hopelessly and heartlessly inefficient. Between the famine, the plague and the cholera, the condition of the Bombay presidency is now worse than it was at any previous period in the nineteenth century. Whole families have been blotted out. The spirit of the people is broken, and there may be something still worse to come when the monsoon breaks."

#### Rediscovery of America.

A French poet of the hour, returning to the boulevards, confesses his astonishment at having discovered in New York, Boston and Chicago large numbers of people who had forsworn the interesting aboriginal custom of slaying buffalo and scalping each other and taken to reading his graceful verse. The poet is in a goodly company. Literary critic of France and two or three of her most famous painters have penetrated as far as Chicago—and have been both surprised and delighted at finding that the simple natives demanded their autographs rather than their back hair. Instead of being bidden to eat boiled dog and attend a war dance on the shores of Lake Michigan they encountered nothing more excruciating than a board of Anglo-Saxon accent in the French with which swarms of enthusiastic young women and men expressed their delight in Gallic art.

France would not have believed this except upon first-hand, unimpeachable testimony, for the Greece of modern civilization long ago made up her mind that the land across the Atlantic was peopled by outer barbarians, and as the French travel less than any other modern nation it was, only by a slow process that their ideas in this respect could be reformed.

The difference between France and England is this: The Englishman travels in order to discover how benightedly unlike Great Britain the other parts of the world are; the Frenchman stays at home and believes the worst.—Chicago Times.

#### "Taken" in Mid Air.

Prof. John Leonard, the daring and accomplished navigator of the aerial regions, has the thanks of the Nugget for a fine picture taken of his last ascension in this city, which shows perfectly the balloon, parachute and Leonard hanging to his trapeze far below the big air ship. The work is that of a local artist and is very complete. The picture bears the words: "Along the Yellow Yukon—Farthest North with a Montgolfier Balloon—John Leonard, Aerial Engineer," and on the back are the words: "Yours Up, and Down—John Leonard."

The successful aeronaut expects to leave on the Hannah for Nome, which place he hopes to reach in time to edify the beach dwellers by an ascension on the g-l-o-r-i-o-u-s Fourth. He will leave a host of admiring friends in Dawson.

#### No Danger Down River.

The fears expressed by an unreliable sheet about the steamers that have already left here for St. Michael being stranded on the Yukon flats are only the imaginations incident to "hop." Where the Hannah could pass with a full cargo of freight it is very unlikely that steamers drawing less water by from two to three feet will come in contact with the bottom of the river if they keep in the proper channel. It is improbable that the lower river has fallen during the past two weeks, at which time the Hannah had no difficulty in coming up. All such theories as that the steamers which have left are now strung along the river like buoys are but vapors of the blue smoke order.

### THE NEWSPAPER ORDINANCE

Produced After an Infinite Amount of Labor by the Yukon Council.

Requires Everything but a Photograph—Full Text of a Legislative Product Without Parallel.

After laboring for some months the Yukon council has finally produced the following legislative marvel. The only requirement omitted by the council to complete identification of local newspaper publishers is the filing of a photograph with the clerk of the court. This was doubtless due to an unintentional error and probably will be placed as a rider to the ordinance governing the treatment of the insane:

The commissioner of the Yukon territory, by and with the advice and consent of the council of the said territory, enacts as follows:

1. In this ordinance "newspapers" shall mean any paper containing public news, intelligence or occurrences, or any remarks or observations thereon, printed for sale and published periodically, or in parts or numbers, at intervals not exceeding twenty-six days between the publication of any two such papers, parts or numbers, and any paper printed in order to be disbursed and made public weekly or oftener, or at intervals not exceeding twenty-six days and containing only, or principally, advertisements.

2. It shall be the duty of the proprietor or proprietors, of the editor or editors and of the business manager and of each of them, of every newspaper published in the Yukon territory, to file with the clerk of the territorial court of the Yukon territory within one month from the date of the passing of this ordinance, a declaration under oath or affirmation (in cases where by law, affirmation is allowed) setting forth the name in full of the proprietor or proprietors, editor or editors and business manager of such newspaper, his nationality, both by birth and allegiance, the place of publication of such newspaper, his place of business and his calling during the twelve months prior to his entering the Yukon territory, and the name or title under which such newspaper is published; and any proprietor, editor or manager neglecting to comply with the provisions of this ordinance, shall, upon summary conviction, before a justice of the peace, be liable to a fine not exceeding \$500 and not less than \$50 for each day during which such neglect shall continue.

3. In the last preceding section of this ordinance, the word "proprietor" shall include any and all persons financially interested, directly or indirectly, in any such newspaper.

4. In the case of newspapers to be hereafter established in the Yukon territory, the declaration mentioned in the second section of this ordinance shall be filed with the clerk of the territorial court before such newspaper is published, and each and every, the proprietor or proprietors, editor or editors and business manager of such newspaper published before the filing of this declaration, shall, upon summary conviction, before a justice of the peace be liable to a fine not exceeding \$500 and not less than \$50 and so on from time to time, each issue of such newspaper shall be deemed to constitute a fresh offense against the provisions of this ordinance.

5. Upon every change in the proprietorship, editorship or management of any newspaper, the declaration mentioned in the second section of this ordinance, shall be filed under a like penalty in case of default, as in the said second section provided.

6. The clerk of the territorial court shall be entitled to receive from the person filing the declaration above mentioned a fee of \$5, and it shall be the duty of the said clerk to send to the commissioner of the Yukon territory a copy of such declaration forthwith after the filing thereof.

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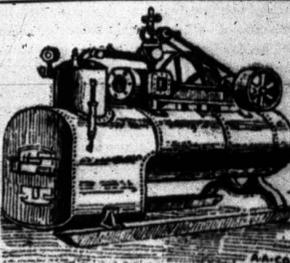
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