

## RAILROAD ORDINANCE

### Gist of the Franchise Desired

#### The Terms and Conditions Upon Which the City Will Grant the Charter.

The railway franchise bill, which was presented to the council Monday night and given its first reading, upon being read and digested does not appear to be the great bugaboo many were inclined to believe it. First and foremost the council has gone on record as being opposed to the granting of an exclusive franchise for this or any other purpose. With the bill only having passed its first stage and but one more session of the council as it is at present constituted it is very doubtful if it goes any farther until after the election and the new board of aldermen have taken their seats. A gist of the bill as it at present stands is as follows:

The council grants to the Klondike Mines Railway Company, its successors or assigns the right to construct and operate by steam power a single track railway of three feet and six inches gauge beginning at the western side of First avenue at the intersection of Princess street and running thence northerly along the western side of First avenue, keeping to the western side as much as practicable and leaving as much of the street on the east side of the railway as practicable for the use of teams and pedestrians, to the intersection of First avenue and Albert street.

The terms and conditions imposed by the city are that the railway shall be completed and connected with all other tracks constructed and shall be so operated as to give adequate and regular train service both for passengers and freight on or before a date in 1904 to be fixed later.

The company is required within a certain number of months after the passage of the bylaw to file with the city clerk a true and correct map showing the route and profiles complete.

Rails, curves, etc., shall be of such pattern as are in general use and shall be changed or renewed whenever such shall be necessary. They shall be so laid that their upper surface conforms with the established grade of the city so that they shall offer no more obstruction to the crossing of vehicles than can be reasonably avoided. All the equipment shall be of the first class and shall be installed so as to interfere as little as practicable with other public use of the streets. It is made compulsory that cars for the transportation of passengers and freight be run at reasonable intervals. The right is reserved by the city to regulate or prohibit the loading or unloading of any freight in any public street of the city.

Before any track is laid on any portion of the street where any person or corporation is entitled to compensation for damages occasioned thereby, such must be ascertained and settled by the company before the rails are laid. Grade crossings and all the railway tracks along the surface of the streets are to be made good up to the rails and planked between the rails and alongside the tracks in a substantial manner. Whenever a grade is changed by the city that of the railway must be altered to conform with such. The right, privilege and franchise herein granted shall not be deemed exclusive and the city reserves the right to grant to any other person or persons the same privilege. The right is reserved to grant to any person or persons the joint use with the said railway company of the tracks of the said railway company along that portion of First avenue, subject to the payment to the company of such rental for such use and for such time as may be decided upon by the arbitration of three persons, one to be appointed by the company, one by the users of the track and one by the city council.

Any street may at any time be opened up by the city crossing the tracks of the company and said company shall not be entitled to any compensation therefor. All works of construction, repair and maintenance shall be done at the expense of the company and to the satisfaction of the city engineer. The council is not prohibited from sewerage, planking, grading, repairing or otherwise improving the streets at any such time as they may desire and the city shall not be liable to the company for any damage that may occur by reason of the performance of such work. The company is required to remove all accumulations of snow and ice from their tracks and are prohibited from piling up such alongside the tracks so that it will impede the free progress of vehicles. A space of two feet on each side of the tracks must also be kept cleared. Upon the failure of the company to so clear their tracks of snow and ice the city shall do the same at the expense of the company.

The city is to be rendered harmless by the company from all claims, actions or damages which may accrue by reason of the construction or occupation of the right of way or by reason of the operation of their cars by the said company.

No tracks situated upon any street shall be used as dead tracks nor for the standing of cars thereon, but shall be used only and wholly for the operation of cars and no engine or car shall be permitted to stand thereon longer than a certain period. The company is required to file with the city clerk at the time of the acceptance of this franchise a bond running to the city with a good and sufficient surety in the amount of a certain

sum to be named hereafter conditioned upon the construction and operation of the road within a certain period, and upon the breach of the bond said sum to become forfeitable to the city. The franchise may be assigned or mortgaged, but such shall not be valid until a copy of the same shall have been filed with the city clerk. If the franchise is, not operated in accordance with the provisions of the bylaw granting the same, the city reserves the right to repeal, change or modify the grant as it is seen fit. The bylaw and the powers and privileges granted thereto shall not take effect until such is formally accepted by the said railway company.

## Stroller's Column.

Well, Christmas is over and a jolly Christmas it has been for everybody. It is a remarkable fact that there is no class in the Klondike, as there is in every other community, to be classed as the very poor. Certainly a man gets out of a job once in a while, but if he is worth his salt he has no trouble in getting grubstaked until he gets another, and he has not long to wait for it. It is a rather curious fact that we have no beggars here. Our population is one of the sturdy kind that is too proud to beg. Our natural resources are such that they do not need to. May it ever remain so, and then with a clear conscience we may heartily, every recurring year at this time, wish one another "A Happy New Year."

Of course, there were a few who had no homes of their own to go to yesterday and to whom the price of a Christmas dinner was a matter for consideration. They were made welcome at the Salvation Army barracks without any question as to their religious faith or anything else. Dawson's well-to-do people had subscribed liberally to the Army Christmas dinner and there was as good a feed prepared for the out-of-a-job soughdough or cheechaco as he could have met with in any of Dawson's homes. Hurrah for the Salvation Army.

One of the old soughdoughs who is still a young man and is amply able to pay for his own Christmas dinner, has expressed to the Stroller his Christmas feelings in rhyme. This is D. H. Robinson, of Hunker, one of the most picturesque figures of this picturesque country. He makes his plaint as follows:

I'm a-lyin' on my blankets  
Tryin' to woo sweet Morpheus,  
But in spite of pipe an' "baccy,"  
"Morpheus" won't woo worth a cuss.

Maybe it is a guilty conscience,  
I'm seldom troubled, though, with that,  
But somehow I'm worried an' bothered,  
An' I won't know where I'm at.

Lookin' today at the winders,  
Filled with their Christmas cheer,  
I felt a darn sight lonelier  
Than I have in the whole-blamed year.

An' this is life in the Klondike—  
The lot of the prodigal son;  
The folks at home eating turkey,  
While the "Prod." is on the bum.

Well, folks, I want to be with you,  
But luck don't come my way;  
Yet, I'll never quit this country  
Until I strike the pay.

So I send you "A Merry Christmas"  
To show that I'm all right,  
An' if luck turns before next year  
I'll be there too,—good night.

Chief Isaac had a big Christmas, thanks to King Edward and his worthy representative Major Wood. But it seemed to the Stroller that the chief was not acting fairly in the matter, though this may be but a hasty impression arising from a lack of familiarity with the Indian tongue. It seemed to the Stroller when he was down at Moosehide yesterday afternoon that the chief was holding a potlatch for himself. The Indians came into the Moosehide "executive mansion" one after the other, and laid down their gifts for the chief. Some of them did so with smiles; some of them as sullenly as if they were paying their taxes. One Indian brought a pair of beaded moccasins. He never spoke a word. There was a scowl on his features. Chief Isaac handed him in return one of Major Wood's bandana cotton handkerchiefs. But the proud old chief distributed the bounty of King Edward with the wisdom of a Solomon among his tribesmen and subjects, so the Stroller will say nothing further about it for fear of getting into trouble about it. For every time the chief comes to town he gets a copy of the Nugget, and takes it down to Moosehide for the missionary to read it to the council of chiefs. When the missionary read to him that interview he had with Major Wood which was reported in the Nugget he said, "Good, good, Nugget man save Me him tiliicums."

A telephone message reached the Nugget Wednesday afternoon "traught with significant potentiality," as the political orator might say. The press

was roaring at its loudest, all hands, from the office cat to the editor, were folding the Christmas edition as if for dear life. Had that message come an hour earlier some of the boys, on the creeks might not have got a Christmas edition at all. Yet it was very simple. A cheery, masculine voice at the other end of the wire said, "Is this the Nugget? Well there's something coming for the boys. Merry Christmas." That was all. But immediately after "something" came, and in the midst of the jollity it occasioned there was no one who forgot the sender. Immediately after the first lubrication all hands were bending over the composing stone watching the artist drawing suggestive pen pictures on the card which accompanied the timely gift. All except one. The "devil" went and sat on an ink barrel in the far corner, and about the time cheers were given over the second lubrication he stepped forward and with a modest hand handed to the Stroller the following lines:

"Here's to Billy Fairbanks,  
"And all the N. C. mess,  
"May we take a drink together.  
"When wearing angels' dress."

Of course this is rather undignified, now that "Billy" has become the manager of this great commercial concern. But all the soughdoughs knew him and loved him years ago, and to go on calling him "Billy" is simply measure of their affectionate regard for him. Everybody is pleased and proud of the fact that he has worked himself up in the way that he has; and is also pleased that the company, instead of bringing in from the outside the relative of one of its wealthy stockholders to fill so important a position, should have recognized honest merit. It shows that somebody in the office of the company at San Francisco has good business sense, for most of the large dealers with the company's house in Dawson did their business through "Billy" when he was in a subordinate position. It was a promotion that was forced upon the company by circumstances which were the outcome of Mr. Fairbanks' personal energy and popularity. So the office unanimously passes this resolution: "A Happy New Year and Long Life and Prosperity to 'Billy' Fairbanks."

Among those who came into town to see if they had any Christmas mail and to spend Christmas was A. R. C. Newburgh, who is working the benches opposite 2 below on East Change. The mail brought him a surprise. It was no less than a Victoria medal for bravery displayed by him in a war which ended just twenty years ago. Of course it was a pleasant surprise, but just fancy a government that is as slow as that in paying its debts. It is one of the best medals that ever left the hands of a diesinker. On the obverse is a splendid portrait of her majesty. Not the idealized portrait seen on the coins and postage stamps, but a real portrait of her as she was at the close of her glorious reign. Surrounding it are the words "Regina et Imperatrix." On the reverse is a shield bearing the Cape Colony arms, supported on the left by a gun and on the right by a gunstock, instead of the customary lion and unicorn. It has one bar—Basutoland. The British government was very chary of giving medals in these wars. It never gave any to local soldiers who were in the field with imperial troops. But in Mr. Newburgh's case he had joined the Cape Mounted Rifles, and they fought the war with the Basutos from 1880 to 1883 alone. And not only was this recognition of those reported as deserving of them, but the local government demanded a receipt for the medal before it left their hands. Some months ago Mr. Newburgh received a form of this kind for his signature.

The medal came through the mails in a small cardboard box. In big red letters on the outside it was marked "On His Majesty's Service." Yet it got into the hands of the customs service of Dawson, and some one there had the evergreen curiosity to open it. Some time those over-curious officials will burn their fingers with a state secret if they are not careful.

## DANGER TO COLONIES

### From Fanatics in Eastern Africa

#### Other Nations May be Brought Into the Troubles—Mullah's Power.

Aden, Arabia, Nov. 29.—In the English movement against the Mad Mullah in Somaliland, the various European colonies in East Africa see the beginning of a joint, scheme of defense against the threatened over-running of their territories by "Arab fanatics." It is also probable that Abyssinia may be obliged to join in for her own sake, as the influence of the Mad Mullah extends so widely that, if not effectively checked in time, it may result in causing a repetition of the events precipitated in the Egyptian Sudan by the Mahdi and prolonged by the Khalifa.

The German, the English and the Italian colonies, whose respective borders adjoin, are threatened by this new "holy war." The Congo Free State is also in danger, as the area over which the Mullah may succeed in spreading with his constantly increasing horde of followers can hardly be overestimated.

The interference with trade, shown by the reduced commerce at Berbera, the port almost facing this place, on the opposite side of the gulf of Aden, already indicates what may follow if this fanatical disturbance be permitted to assume really serious proportions. As I have said, civilization in this section of Africa is menaced by the most comprehensive sense. And as for Abyssinia, she, with her immediate proximity to Somaliland, the scene of the present English operations against the Mullah, may be forced in her own self-protection to take a hand with the rest of the combination—for in time a combination will be necessarily formed.

Should British East Africa be set in flame with the torch of fanatical warfare, the Congo Free State and German East Africa could not expect to remain in security, and there would be a certain prospect of the tide of war sweeping north into Egyptian territory, to again devastate the great regions where Lord Kitchener was so long engaged with the Mahdi's followers before he achieved final triumph at Omdurman and entered Khartoum.

History has shown sufficiently the consequences inevitable when their "prophets" set the Arabs on the war

path. It is somewhat similar to what used to occur in the far west of the United States when the red man became truculent and made the frontier a region of alarms. Comparatively speaking, though the Indian wars were much less difficult to end than the Mohammedan uprisings in this part of the world, the consequences of the latter are, too, far more to be dreaded, when we keep in mind Kitchener's struggle in Egypt.

Some idea may be gained of the difficulties and perils encountered by the English force now in the field by reciting that it started out in May of this year. It is only the other day that we have received news of any real import from it. And this news is bad news.

The latest dispatches show that the Mullah is menacing Bohlte, after having forced the troops under the command of Col. Swayne to retreat to this point. The latest reports here state that the Somali field force was charged by the enemy in a dense jungle and driven back with great confusion, the Mullah's forces capturing a Maxim.

Gen. Manning is doing his best under the circumstances to stem the onrush of the savage black hordes since Col. Swayne was sent home invalided. From the full accounts now in hand it is learned how desperate the attack on the British by the Mullah really was.

After months of ineffective maneuvering, a fierce engagement was fought between the British troops and the adherents of the Arab leader.

Leaving a strong garrison at Bohlte, the British field force concentrated early in October to the northeast of the waterless desert of Hand, in readiness to advance against the foe at Mudug, some 120 miles to the southwest.

Mudug has been the Mullah's headquarters since early summer, and it is from this point that he has been sending out his warlike expeditions.

There was considerable cleverness shown by the Mullah in making his headquarters at this point. He fortified the wells strongly by stockades, intending that when Col. Swayne's force had crossed the waterless desert he would be in a strong position through holding the only water available. He expected the British to attack him with inferior numbers, to meet with a reverse and be pursued by his horsemen with terrible slaughter on the desert. An abnormally dry season upset all his plans. Rain ceased to fall and the oasis of Mudug became like the desert itself. In addition the British failed to appear to sacrifice themselves and extricate the Mullah from his position.

When Col. Swayne learned of the situation at Mudug, heard that the Mullah's cattle were all famishing and that his ponies, upon which he depended for the mobility of his troops, were nearly all dead, he was agreeably surprised. The wells to the

north and west were held by the British troops.

When it was learned that the Mullah's troops had scattered, and that he was left with only a small body-guard at Mudug, Col. Swayne determined upon the concentration of the British forces. The troops were in fine condition, and had been recently reinforced.

An advance was ordered on Mudug, and at about ten miles south of Hadef Erogo the British came upon the Mullah's force, strongly entrenched in a pass, surrounded by almost impassable bush. The Mullah's men opened a deadly fire, and the British were about to rush the pass when a large force of spearmen, 2,000 in all, made a flanking rush from the bush, charging fiercely, until the fighting soon developed into a hand-to-hand battle in some quarters. After fighting continually for three hours, during which the British-African troops showed marvelous coolness and bravery, the Mullah's troops were driven off. The British losses were about 100, the enemy's being about three times that number. Skirmish fights have been going on ever since.

It is not known what number of troops the Mullah has raised if his resources are tested, but it is believed the quantity is very large.

It is not feared that Bohlte will fall, but certainly reinforcements cannot arrive too quickly. Among these now on the way from Bombay, is a regiment of Sikh infantry and a seven-pounder battery on camels, able to cross a waterless desert, such as those abounding in this vicinity.

It is felt among the well-informed people here, who have their information on hints dropped by sympathizers with the Mullah, that this trouble is yet only in its infancy.

The mistake made in the start was the very old one of sending an insufficient force to quell the Mullah. And the personnel of the force was inferior to make the matter worse. If at the commencement some of the splendid troops in India had been sent here, and a well-organized and a thoroughly equipped expedition had taken the field, the perilous predicament of Col. Swayne would never have become an historical fact.

The expected arrival of an adequate force will change the aspect of affairs, and the troops en route from Bombay will bring us to a very comfortable realization (by the English government) of the situation which now exists across the gulf in East Africa.

Everybody will be reassured by the reflection that in London there has at last been vouchsafed some timely light on the subject of the Mad Mullah and his doings. We at least know that there is a definite prospect of relief from the ominous shadow that has fallen across a most important section of the nearby continent from which we ourselves are separated by the Aden gulf—the shadow of the reprobation of Mahdism and all that implies.

## An Essay of the Yukon

This great river was first known of in 1837, when Glasnost, a Russian, explored its estuary. During the years intervening between 1840 and 1850, Campbell descended and explored the Yukon river as far as the mouth of the Porcupine, naming the part he traversed the Pelly, and also naming the Lewes, White and Stewart rivers. He established Fort Selkirk at the junction of the Pelly and Yukon rivers, but it was flooded every year when the ice melted in the river, so the fort was moved farther up in 1853. Malakoff explored the Yukon river as far up as Nulato. He established a post at Nulato which he abandoned in the winter. During his absence the coast Indians burnt the post. In 1841 Derabin established a permanent post at Nulato. L. Zagoskin reached Nulato in 1842 and ascended the river, as far as Novikait. Mr. J. Bell named the Yukon river in 1846, when he descended the Porcupine. In 1847 McMurray founded the trading post of Fort Yukon.

In 1863 Luken, first man to ascend the Yukon from the sea, went up the river as far as Fort Yukon at the mouth of the Porcupine. Michael Byrnes in 1867 explored the head waters of the Yukon from Lake Kinnickit to Tahco Lake. These lakes are now supposed to be Lake Linderman and Lake Teslin. Capt. Smith, assisted by Lieut. Joseph T. Dyer, explored the delta of the Yukon during this time and Capt. Smith drew a chart of the Yukon delta.

The Yukon river rises in a chain of lakes and stream in the northern part of British Columbia. It flows northwest, then southwest and then generally west, emptying into the Bering Sea. It was formerly supposed that the part flowing northwest emptied into the Arctic Ocean, while the rest of the system was supposed to be a separate river. This river ranks as third largest river in the world. The Yukon and its tributaries drain an area of about one million square miles. The Yukon is navigable for large steamers 1,965 miles from its mouth; to where the Lewes and Pelly rivers join to form it. In the American territory in the Yukon Valley gold was first found in 1866 at Franklin Bar on the Forty-mile creek, 35 miles from its mouth. About one-third of the Yukon river is in English territory, the rest is in American territory. Except for the first 600 miles of the Yukon river, where it flows through a comparatively level plain, the current of the Yukon is very fast, sometimes exceeding 4 miles an hour. The Yukon river is 60 miles wide at its mouth and for 100 or more miles from its mouth a person may stand on one bank and cannot see the opposite bank. The Yukon river brings down large quantities of debris, chiefly vol-

canic ash, which spreads out at the mouth of the river forming large flats which sailors are careful in avoiding. The Yukon river flows through a rugged forested country. There are many beautiful features in the Yukon river among which are the Miles Canyon, Rink Rapids, Five Fingers and Whitehorse Rapids. During this year 26,416 tons of freight arrived in Dawson by steamer. This report is for the year ending Nov. 30. The Yukon river has many tributaries. The most important of these are the White, Stewart, Lewes, Teslin, Big Salmon and Pelly rivers. The Lewes river is 380 miles long. It rises in a number of large irregular lakes close to the summit of the Chilkat mountains.

The Teslin river is 160 miles. It flows in a northwesterly direction to join the Lewes river, 39 miles below the foot of Lake Lebarge.

The Big Salmon river is 100 feet wide at its mouth and 170 miles long.

The Pelly river rises in a high rugged mountain at the head of the Laird river. It takes a northwesterly course and joins the Lewes river at Selkirk.

The White river rises in Alaska, flows first eastward and then northward to join the Yukon 85 miles below Selkirk.

The Stewart river flows into the Yukon from the east, 10 miles below the mouth of the White river.

There are a few important cities on the Yukon. The most important of these are Rampart, Eagle, Forty-mile, Dawson, Selkirk, Whitehorse and Circle City, so called because it was supposed to lie in the Arctic Circle. The most important gold-bearing creeks are Bonanza, Eldorado, Hunker and Dominion. Prediction says that the traffic on the Yukon that the coal mines will be very valuable in years to come.

BESSIE S. ROSSMAN  
(The foregoing was awarded second prize offered by Hon. James Hamilton Ross to pupils of the public school.)

**Suddenly Stricken**  
Chicago, Dec. 6.—Mrs. Alice Freeman Palmer, former dean of women at the University of Chicago, and well known in educational circles throughout the country, died suddenly in Paris today, according to a cablegram received here by A. A. Sprague, whose niece was traveling with Mrs. Palmer. Mrs. Palmer and her husband, Professor Palmer of Harvard, were on a tour of the continent.

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