

THE KLONDIKE NUGGET.

VOL. I. No. 44

DAWSON, Y. T., SATURDAY, NOVEMBER 19, 1898

PRICE 25 CENTS

THE FIGHT IS ON!

Suit Brought Against the Bonanza Tramway Co.

THE "NUGGET" TAKES ACTION IN BEHALF OF THE MINERS, AND TOLL EXACTION WILL BE TESTED.

Claim Owners and Lay Men Will Soon Know Where They Stand.

The Bonanza Tramway Without a Tram Invited into Court—Cause of the Miners Taken Up by the People's Champion—The "Nugget" Simply Wants to Know, You Know, Whether the Miners are to Be Taxed Everlastingly Without a Shadow of Law—Let Every Miner Be on His Guard Against Further Imposition.

The last issue of the Nugget contained an account of an experience by two of its representatives with the "Bonanza Tramway and Road Co." through its servants or agents, the tollkeeper and guard upon the Bonanza trail. So many and so great have become the oppressions of the miner in the Yukon territory that some positive action seemed necessary to at least check the ever increasing—ever coming forward, ever bearing down burdens which appeared to be forever and forever crowding upon him with startling rapidity and regularity. To comprehensive understanding of what the Nugget has latterly called attention, it is necessary to detail somewhat the causes leading to the action brought on Friday against "the Bonanza Tramway and Road Co."

In its issue of October 8th, the Nugget published an interview with Mr. H. E. Henning, who had, through himself or his agents, previously placed a gang of men, numbering 100 or more, at work, grading, bridging, rick-racking, etc., a roadway between Klondike City and Bonanza Forks, using their own picks, shovels, axes, augers, saws, etc., including use of their own provisions, and when pay-day arrived no money was in sight to liquidate the tax-roll. Attention and public talk having been called to the above facts, Mr. Henning did call at this office, explained the "slaughtering of timber," etc., and did then and there in the presence of witnesses, state, on his honor, that "upon the arrival of snow the grade would be open for the use of every miner hauling his provisions without one cent of charge."

At that time the grade existed, but was in many parts of its makeup beset with mud, the omnipresent "niggerheads," pools of water and strips of mud. It will be understood by every traveler on Bonanza creek and creeks reached via this trail that this "Tramway and Road Co.," then in default to its laborers for every dollar earned by them in labor, had taken up a very large portion of the trail made by the miner's themselves and prospectors up the creek en route to claims reached via Bonanza. Naturally the large movement of supplies is left until the arrival of snow and ice, so that greater loads may be handled by miners with greater ease and less labor than the mule-packing process of carrying packs upon their backs.

How anxiously does every man look forward to the drop in the thermometer which marks freezing? How impatiently does he await the falling of the little flakes of white which he knows will fill up the ruts and footholds of man and beast and give him the smooth surface for his "goose" polesled. The Nugget is not prepared at this moment to state how, laboring under pressure of financial assistance the intrepid tramway builder sought ways and means to see his scheme through, but when that suspicious occasion arrives will be fully prepared to detail its financing and the organization which now has its "toll keeper" and "guards" to hold up the sleds as they pass up the trail. Mr. Henning stated in his interview in the Nugget office that "he had certainly been promised a charter for his tramway."

The Nugget will accept this statement as absolutely true, and fall back upon Mr. Henning's promises that no miner would be charged 1 cent for hauling his supplies.

The next evidence bringing "The Bonanza Tramway and Road Co." prominently before the public was when dame nature poured down upon us her snowy shroud and Jack frost assisted

her, smoothed down the rough trail, making it passable, and the miner's found themselves "held up" by a tollkeeper and assessed for one cent per pound for the weight carried upon their sleds. On or about Saturday last, for some reason or other, this rate was relaxed lavishly by this generous corporation of a tramway without a tram, to one-half cent per pound, and no charge made for freight coming in the opposite direction, that is, from Grand Forks towards Dawson. Can any human being explain or interpret the mind of the General Traffic Manager of this concern which could make a going rate one cent per pound originally, and one-half cent per pound later, and a "dead head" rate if coming in the opposite direction. There would appear to be an opportunity, in real railway parlance, to "jack up" the G. T. M. by the officials of the company and inquire of him how he happened to overlook this chance to touch the sled "musher" returning for his bit too.

Consistently and persistently has the Nugget in almost every issue called attention to the constant wrongs being perpetrated upon the miners of the Yukon territory. No place under the firmament of heaven should the government of a people lay on burdens with greater laxity than in this "Treadike" district. No place is harder of access, requiring more outlay, greater exertions, more persistent labor than here, yet every turn of the strong arm of the law only in the past has ground out more taxation, more imposition, more extortion. The Nugget believes that in Mr. Ogilvie, the Yukon commissioner, much hope is to be entertained for relief from some of the burdens, and along all of the numerous creeks are searching, straining eyes and hearts, looking to him as the beacon of safety and a pilot that will lead them to a haven of security.

The heart of the strongest man would weaken had he been compelled to sit in this office during the past summer and hearken to the tales of woe poured into the Nugget's ears by hardy men who would brave dangers anywhere. So strong, however, was the feeling of awe in the face of authority—authority everywhere—official power, that men went about in whispers, scarcely daring to utter their soul's were their own, scared at their own shadows lest the dreadful yawning barracks should ere night contain them, but more fearful of all that their dearly bought rights as miners might be taken away from them. Knowing well that man is as free under the grand old Union Jack of Great Britain as under any flag on earth, the Nugget has endeavored earnestly to lead men to shake off this dreadful fear and be men as upright and stalwart as though he walked the streets of Ottawa or of London. This paper knew well that although in the Yukon territory no man or set of men, whether clothed in official power or otherwise can arbitrarily deprive any man of his rights or impose upon him any injustice, imposition or extortion. Reciting in its last issue of the Nugget, the taxation beginning at the summits or entrances to the Yukon valley, the license for boat lumber, the miners' license, the timber license, the royalty, the maintenance of soldiers in a peaceful community, attention was called plainly to the latest graft known as the "Bonanza Tramway and Road Co." Complaints continue to pour into this office of the toll tax. Poor devils! who came here, their money given out, securing lays on claims, with only the hope of what "might be" to urge them on, borrow possibly a team of dogs and run into Dawson to secure their little sack of flour, some bacon and beans, and returning to their cabins these terribly cold mornings, find themselves "held up" and compelled to "divy up" to comfortably housed toll collectors of a tramway, without a tram. Readers of the Nugget will remember the detailed experience of its representatives with the agents of this tramway without a tram.

Determined to ascertain if there was not somewhere to be found a stop to the interminable extortions and impositions placed upon the miners of this country, the Nugget on Friday commenced proceedings against the "Bonanza Tramway and Road Co.," which, so far as the purposes of this suit is concerned, consists of Messrs. O'Brien and Henning, as will be seen by the complaint filed in the hands of the clerk of courts, on Friday evening, copy of which is given below:

(COPY)
In the Territorial Court, Yukon Territory,
Between E. C. Allen and G. M. Allen, Publishers and Proprietors of the "Klondike Nugget," Plaintiffs, and Thomas O'Brien and H. M. Henning, Defendants.

STATEMENT OF CLAIM.
The plaintiffs are newspaper publishers and also carry on an express and carrying business and they both reside in Dawson. The defendants also reside at Dawson or at Klondike City and they are engaged in the business of carriers.

1. On or about the 12th day of November instant the plaintiffs through their servant or employee were engaged in carrying certain freight along the trail known as the Bonanza trail, the destination of such freight being well known as No. 30 Bonanza creek, below discovery, Yukon Territory.

2. The plaintiff's servant or agent when so engaged in carrying the freight of the plaintiffs was stopped by the defendants through their servant or agent at or near to a claim known as No. 30 on Bonanza creek, below discovery, and was compelled by the defendants to pay a charge or toll of 1/2 cent per pound on such freight, amounting to one dollar and twenty-five cents, before being allowed to proceed with such freight to the said destination.

3. The plaintiffs state, and the fact is that the defendants have no right or authority to levy the said toll or make any charge against them for carriage of freight along the said trail and the plaintiffs pray for judgment of this honorable court.

4. That the defendants be directed to repay to the plaintiffs the said sum of \$1.25 as money had and received by the defendants on behalf of the plaintiffs.

For their costs of this action and for such other relief as this honorable court may seem just.

Delivered this 19th day of November, 1898 by Partillo and Ridley, advocates for the plaintiffs, and whose address for service is the A. C. Co. office building, Dawson.

And now for the copy of the receipt issued by the "guards" and "toll-keepers" on the tramway without a tram. Just look at it! That's all that is necessary:

(COPY)
FORTY MILE, Nov. 12, 1898.

O'Brien & Moran, \$
Klondike City. Received from the Treasurer,
Cirele City.
Forty Mile, 1.25 Dollars.
No. H. A. D.

A miner is passing along the trail, when he is confronted by a man in civilian dress, without the shadow of a credential or show of authority and is "held up" for a charge of toll, given in return therefor a receipt printed "O'Brien & Moran, dated at Forty Mile, no year entered in it; nothing stated on it what it is for, and initialed instead of signed. Was ever a greater farce perpetrated upon an unsophisticated public? The gigantic mind that conceived this system is wasting his time in this benighted land. There are still Vanderbilts and others at the official head of railway systems in the world looking for brainy traffic managers to handle their tariffs and traffic. Why cannot some good husky enterprising fellow move a few claims further up the creek, and with more show of authority than the man below, appoint himself a guard and gun in hand, hold up the sled hauler for 5 cents a pound, and then one more enterprising still a little farther along take away the poor devils whole outfit, if he has succeeded in running the gauntlet safely of those tax gatherers from the creeks, upon such receipts as the above? Were it not for the seriousness of the matter of "holding up" miners and turning them back because of having no money, with the delays attendant, the whole thing would be positively funny.

To see the serious, owl-like expression of the "toll collector"—no, beg pardon, the "scaler," as he first tolls to the man who refuses to produce at the toll house, "well, you'll only be turned back by the guards," giving the austere impression that a regiment of the "Queen's Own" awaited him up the trail, is enough to make a sphynx laugh.

But burdens imposed upon hard working men like the miners of this country are serious matters. The time has come to call a halt on grafts and schemes that bleed the miner, and the Nugget is ready and willing, as always, to undertake the task of fighting the battles of the poor fellows struggling against natural hardships made harder by those in power. Assisted in another column of this paper the Nugget does not oppose nor condemn a tramway or any other mode of transportation that will lessen the labor, lower the price, or quicken the delivery of the miner's freight. But until they have such a tram line completed and in operation we believe it can and will be successfully maintained that every penny collected by this tramway without a tram is illegal, without the shadow of a right, is an imposition and extortion, and upon these lines the Nugget proposes to fight it out, that the men up the creeks shall not longer be imposed upon and "held up."

The Nugget is fully advised as to the company from its inception, through its period of work- ing men on their own tools and "grab," of its financing into its present condition, and at the proper time will have something more to say concerning this latest tax on flour, bacon, beans and necessities. The miners need have no fear of guards and sentinels and watchmen. The time has come for the sensible combination of all mining men against further extortion, and in language that cannot be misunderstood cry "halt!" themselves to any further imposition. Upon these lines the Nugget has been hewing, and will continue to hew strictly to the line.

THE YUKON COUNCIL LEGISLATION.

The Tramroad Trail Declared Open and Free in Spots.

An Amendment to the Medical Law—A Cable Ferry Across the Yukon—Application for Public Schools—Local Hospital Tax.

Much business came before the Yukon Council at its regular sitting last Wednesday evening. A communication from Comptroller Lithgow regarding the payment of coroner's fees from the funds was referred to the crown prosecutor for legal advice. Crown Prosecutor Phil Sheridan introduced an amendment to the medical ordinance, which, if passed, will allow the registration of all legitimate physicians who practiced medicine in the Yukon territory for six months prior to the date of the ordinance. Action upon the matter was deferred.

A petition was put in from Dr. Bruner praying that he be allowed temporarily to practice medicine. No action was taken by the council. The amendment to the ordinance, if passed, will probably cover the case.

Customs Collector Davis and Manager Wills, of the Canadian Bank of Commerce, were temporarily appointed license commissioners for the Dawson district. The proposition is that the collection of saloon licenses will be proceeded with at once.

Consideration was given the raising of funds for local expenses. Government funds are only subject to orders from Ottawa and considerable of the "ready" is needed for present necessities. A suggestion was made that a hospital tax be levied but no definite action was taken.

A letter was received and read from Mr. J. Hocking, who is conducting a private school in town. He wishes the council to make provisions for a public free school for the benefit of the children. It comes expensive for the few parents in Dawson to have to defray the entire expenses of the school, as at present, and the schooling of the young is conceded to be a public duty. The matter was discussed and it was decided that it would be the proper thing to leave it for the new town council of Dawson to handle when incorporation shall have taken place.

The application of Mr. W. H. Smell to have his temporary appointment as clerk of the court made permanent was brought up and favorably considered; but, owing to some uncertainty as to the powers of the council in the matter or the wishes or intentions of the Ottawa officials, it was decided to recommend the appointment and refer it to Ottawa.

An application was put in by a Mr. Beckwith for a permit to construct and maintain a cable ferry across the Yukon river in this locality. Details and particulars were not forthcoming so the further consideration of the application was deferred until fuller information shall be given.

A matter of great importance was then taken up and considered. The Bonanza tramroad trail is creating much ill-feeling among the general public, as the miners complain that their own trail has been absorbed by the company and blocked where it had not been absorbed. The council resolved, and it was so ordered, that any and all portions of the tramroad which ran over the old trail be thrown open to the public and free of charge.

The Post Scout at Grand Forks.

On Monday next, November 22, Captain Jack Crawford is to give an entertainment in the church at Grand Forks, the proceeds of which will be devoted to the maintenance of the free reading room at that place. The reputation of Capt. Jack as an entertainer is already so firmly established in this district that it is scarcely necessary to say to the Grand Forks people "Go and hear him."

The Joint Fraternity Benefits.

On next Wednesday evening the grand benefit entertainment which is being gotten up by Masons, Odd Fellows, Knights of Pythias, F. P. O. Elks, Red Men, A. O. U. Workmen and Woodmen of the World will occur and will probably surpass any similar entertainment ever given in Dawson. The object is a most worthy one, being the completion of Fraternity Temple, in which the members of the above societies may meet, care for their own sick and establish a society headquarters, as it were, for the relief of the destitute. The best of Dawson's local talent, as well as a long list of professionals have generously volunteered their services, and a program of specialties, song and recitation has been prepared, which will afford an evening of pleasure long to be remembered. The benefit is to be given at the Monte Carlo theater, which will be handsomely decorated for the occasion.

The committees having the affair in charge are working unremittingly to make this benefit an unqualified success, and the old sign to a Henry Irving stand of drama will, undoubtedly be displayed, of U. S. R. only.

The Tivoli Theater.

The Tivoli this week has been exceptional, a very good, and John Mulligan's afterpiece is a great fun-maker and the company enjoys it as much as the audience. "Hotel Life in Dawson" is full of local bits and amusing situations, not the least being mechanical rats and enormous specimen of insectivora. Mulligan's fate at the last is deplorable but novel for an immense bug carries him up the walls of the room and out of sight in the sky.

Stop That Cough!
NUGGET COUGH DROPS
KELLY & CO.
Druggists, First Avenue.

ATRE
caste of characters.
ayer & Ethel Vaughan
T CLASS
N DAWSON.
AD WILSON AND
TARS.
Retail
5.
handise.
all and Examine Stock
t Ave.
Trading Co
Trade Solicited.
D
MMERCE
a branch office on the
ilding.
ices.
WILLS, Manager.
OON
her with Large
r Sale.
Y, Dawson City Hotel
NT
y First Class.
DANCING.
ay Other
... Creek...
LLY,
Office Building, Dawson
S...
HOTEL
Y FIRST CLASS.
CO., LTD.
and Fur Trimmings.
FOUND
the great fire, owner
an the police by prov-
charges; coat was
a man.
handed his overcoat
the fire on Oct. 14, will
a. secure the coat by
months old. Cross
and St. Bernard. Leave
reward.
led dog; came to my
owner can secure dog
anges; Tom Rockwell.
ED
able young lady, post-
and cook; will go to
at this office.
D
engers
the
side
Y
"PHOENIX"
ONDIKE NUGGET.