

The Klondike Nugget

Telephone No. 12. (Dawson's Pioneer Paper) Issued Daily and Semi-Weekly. GEORGE M. ALLEN, Publisher. SUBSCRIPTION RATES. Daily. Yearly, in advance, \$24.00. Per month, by carrier in city, in advance, \$2.00. Single copies, .25. Semi-Weekly. Yearly, in advance, \$24.00. Six months, 12.00. Three months, 6.00. Per month, by carrier in city, in advance, 2.00. Single copies, .25.

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LETTERS

And Small Packages can be sent to the Creeks by our carriers on the following days: Every Tuesday and Friday to Eldorado, Bonanza, Hunker, Dominion, Gold Run, Sulphur.

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KLONDIKE NUGGET.

TUESDAY, MARCH 3.

THE NEW COMMISSIONER.

The announcement of the confirmation of Hon. F. T. Congdon's appointment as Commissioner of the Yukon is intelligence of an extremely satisfactory character. Mr. Congdon is well calculated by experience as also by personal fitness to fill the position. He has spent several years in the territory and is familiar with all its requirements and understands thoroughly the peculiar conditions which confront its people.

He knows the country and knows the character of legislation that is required to bring renewed prosperity to its industries.

Mr. Congdon was closely in touch with Mr. Ross during the whole term the latter served as commissioner and therefore is peculiarly well fitted to take up the work of the executive office without occasioning any unnecessary friction.

The Nugget regards, as particularly fortunate the fact that a man new to the district has not been chosen as successor to Mr. Ross. No matter what qualifications such a man might possess, the very fact of his ignorance of Yukon conditions would militate against his fitness for the office of commissioner.

In selecting Mr. Congdon for the most important post in the territory, the government has reached a decision which we think will meet with popular approval.

MINING LEASES.

The provincial mining association of British Columbia has adopted a resolution, dealing with titles to placer mining properties which might well be supplemented by the miners organization of this territory. The resolution in question as will be noted by reference to our telegraphic columns recommends that Crown grants be given to locators of placer mining ground in the place of the leases which are issued at the present time.

Such a change would be a welcome one in this district where the mining lease has proven a veritable bug bear to capital. While in effect the lease is as good as a grant, the fact that it must be renewed from year to year, casts a shadow of doubt upon it which can be removed from the minds of investors only with great difficulty.

A grant conveys title for all time and represents the real substance of ownership which is wanting entirely in the form of lease now given. A change from leases to grants would not alter the representation requirements but would merely set at rest the suspicion of possible summary revocation which fills the minds of many persons who are asked to invest in mining leases.

Now that the matter has been brought prominently to the attention of the government, through the miners of British Columbia, it would be well for the miners of the Yukon to likewise interest themselves in pressing the good work forward.

TWO VIEWS.

Reports from the Tanana strike vary. One man, recently arrived states that there were no indications of excitement at the scene of a stampede was encountered on the trail leading from Dawson. Letters received in Dawson from parties at Fairbanks give an essentially rosy

view of the situation. A conservative review of the situation at the present time does not discover any evidence to indicate that a big rush is justified. The reports are vague and lack the definite character that was given to the first news sent out of the big strike which made Dawson a city in a day. It may be and probably is a fact that a discovery has been made, but that it is a discovery to be compared with the original Klondike strike is not to be believed for a moment.

Many people have joined the stampede on the strength of the mere rumors, led to do so undoubtedly by that intangible something which makes men believe implicitly the thing they wish to believe.

If the railroad promoters fail to 'make good,' what is the matter with Dawson establishing a street car system of her own? Engine and rails are both at hand and everyone might turn in and contribute a day's labor in laying the track. All that is necessary is to capture the outfit and start it going.

And by the way, what a splendid opportunity would thus be given for working out the proposed poll tax. Five dollars or a day spent shoveling dirt or driving spikes, Dawson would have a railroad with scarcely an investment of a cent and thus afford the world an example of the proper way to establish municipal street car ownership. The suggestion is passed on to the city council.

The Tanana stampede has furnished a market for Dawson's surplus dog supply for which fact many people will rise up next summer and call the stampede blessed.

HOW THE OIL TRUST WAS FIRST PERFECTED

"It is worth noticing," says Ida M. Tarbell in McClure's, speaking of the business of the Standard Oil Company in 1873, "that these great profits were not being used for private purposes. They were going almost solidly into the extension and solidification of the business. Mr. Rockefeller was building great barrel factories; he was buying tank cars, that he might be independent of the 'garages of the railroads in allotting cars; he was gaining control of terminal facilities in New York; he was putting his plants into the most perfect condition, introducing every improved process which would cheapen his manufacturing by the smallest fraction of a cent. He was diligently hunting methods to get a larger percentage of profit from crude oil. It hurt him to see it unused, and no man had a heartier welcome from the president of the Standard Oil Company than he who would show him how to utilize any proportion of his residuum."

In short, Mr. Rockefeller was strengthening his line at every point, and to no part of it was he giving close attention than to transportation. With the enormous freight at his disposal, he demanded as a right the lowest rate. During this period—1873-1874—he had from the Central a rebate of 10 cents to 15 cents a barrel—usually it was 25 cents on the open rate for refined oil to the seaboard. He was not the only shipper by any means that had a rebate, nor was the Central the only one of the railroads which had broken the contract of March 25, 1873. The Pennsylvania was giving rebates within two weeks after it had signed that document, and early in 1873 the Erie made contracts for rebates with one of the very men who had acted for the independent oil producers and refiners when they compelled the railroads to revise the South improvement charter. It can safely be said, however, that Mr. Rockefeller's rebate was always as great, if not a little greater, than that of his neighbors; as it should be, so he would contend. Was he not the biggest shipper in the land?

WE LEAD THE SEASON

Others may keep abreast with the season but WE LEAD. We are already showing our first installment of the Newest Lines of Wash Fabrics, India Linen, Lawns, Napkins, Swiss Muslins, Embroideries, Laces, Beddings, &c. More to follow.

J. P. McLENNAN 253 FRONT ST Phone 101-B Agent for Standard Patterns.

Stroller's Column.

The average housewife in Dawson has her trials and tribulations just as do her sisters in the effete outside world. Those who are able to and do possess the luxury of a servant, always experience more or less trouble with them and those who are not able to indulge in the aforesaid luxury are usually in more or less difficulty on that account.

Some way or other people have a custom of telling their troubles to the Stroller, probably on account of his sympathetic nature, perhaps for some other reason, but in any event they do it and that is how the Stroller came into possession of the following tragedy.

A young housewife was giving a dinner to a number of friends and for the occasion secured the services of a cook for a couple of days prior to the dinner. The cook was a lady of ample dimensions who quite filled what room in the kitchen was not taken up by the range and other kitchen appurtenances.

Once installed she looked so perfectly the picture of kitchen majesty that the mistress of the house was performed compelled to retreat to the parlor and leave the cook monarch of all she surveyed. Before leaving, however, the latter was enjoined to make use of a basket of eggs which stood on a shelf and not to use any from a paper bag on the table, the latter variety being of uncertain age and condition.

The cook vouchsafed no reply to the injunction but with arms akimbo glared so wrathfully at her employer that the latter sought safety in flight. Marvelous feats were performed in the kitchen that day and along toward the time for the dinner hour a tempting array of pastry ornamented the pantry shelves.

An hour before dinner was to be served the mistress mustered courage

to return to the kitchen for an inspection tour. Everything looked lovely and a slight sigh of satisfaction escaped her. Pies, cakes and other delectable edibles were in evidence everywhere and of such loveliness as to cause an involuntary word of praise to escape from the mistress's lips.

With true feminine curiosity, or was it merely housewifely precaution, the lady of the manor proceeded to sample a most delicious appearing specimen of the genus lemon pie.

A small piece was extracted from the circular beauty and daintily nibbled—but a nibble was sufficient. My lady turned visibly pale but said not a word. She merely glanced at the basket of fresh eggs—still untouched and not a single one missing. Her gaze travelled to the sack or rather where the sack had been, for neither sack nor stale eggs were in sight.

The evidence spoke for itself. Nothing need be said. Not a single one of those matchless appearing cakes and pies was fit to eat. Language was of no avail. Who could invent or fashion words that would do justice to such an occasion? It was an impossibility to say anything, and the mistress accordingly said not a word. Fifteen minutes still remained before her guests arrived, and after a glance at the clock the lady made a dash for hat and coat and a grand stampede for the nearest bakery followed.

The dinner was voted a success by all of the assembled guests but a silent vow was registered by the mistress of the house that on future occasions she would be ruler de facto of her domain and not ruler in name only.

See the opera "Pirates of Penzance" at Auditorium on Thursday, March 5th. Price of admission—Boxes, \$2 per seat, balcony, \$1.50 and \$1, stalls, \$1 general admission, 50 cents. ONE NIGHT ONLY.

A RAILWAY SESSION

The Dominion parliament at its next session will be called on to deal with an unusual number of applications for railway charters, and the magnitude of some of the projected lines suggests the opening of a new era in Canadian development. Investors are awakening to the fact that the rapid development and extension of settlement in Canada have opened new and tempting opportunities for transportation enterprises. The existence of a new field for profitable investment has been discovered, and many are eager to take advantage of it.

A few years ago we spoke of Hudson Bay almost as we would speak of the north pole. It seemed entirely beyond the reach of the settled portions of the Dominion. Now there is more than one project for reaching it by rail, and schemes are already in contemplation for the extensive fishing industry and trade that will develop when these wonderfully abundant fisheries are brought within reach of Canadian and American centres of population. The district north of the Saskatchewan was regarded until recent times as a region of perpetual winter, where trappers and the hardy Indians lived through their precarious and difficult contact with the commerce of the outside world. Now it is proposed to extend railways through this country to develop and take advantage of its grain-producing capacity. In the more settled portions of western Canada, now served with a few pioneer lines, there is room for development that will cover the country with a network of railed highways. The extension of railways and the growth of traffic must go forward together. Settlement is easily discouraged by a long haul to a railway station. The fear of paralleling a railway is now seen to be as absurd as a fear of paralleling concession roads. Railway facilities must be brought as close as practicable to every farm; and the road haul of farm products must be minimized. The Canadian west does not compare favorably with Argentina in the average road haul of grain to the elevators, but the increase of railway facilities will improve our position.

The new era in railway development will present new problems for the Dominion government, but these are far less difficult than such as were presented when the Canadian Pacific Railway was in contemplation. Then

to secure the privilege of doing so. The feeling in favor of public ownership and operation of railways is growing stronger. The economic soundness of furnishing such services at cost is generally recognized. But there is a well grounded fear that so radical a change, while removing the commercial and industrial evils of discrimination, would bring into existence political evils no less disastrous. On the need of efficient machinery for the regulation of railway services and charges there is a general unanimity of opinion. The mistake of allowing the preposterous system of levying according to the bearing power of the traffic is fully recognized. The Dominion has virtually given power to the owners of railways to levy on the traffic as they please. That mistake may be largely rectified by the establishment of a railway commission, with authority to regulate rates and decide points in dispute. The immunity of the Canadian Pacific in the west is an obstacle, but with regulated competing roads the difficulties would be lessened. The mistakes of the past must not be repeated. Whether or not the new lines are granted subsidies or aids, the right of public regulation and control must be maintained.—Toronto Globe.

Do Oranges Pay?

Thousands of men have bought orange groves in California and Florida, or started them, for mere pasture, as a matter of sentiment. Many more have undertaken it as a business and are interested in the question, "Does it pay?"

In the early days of orange culture large sums were made. Don Luis Wolfskill, in Southern California, realized some seasons \$1,000 per acre for seedlings, and his last crop was \$25,000 for twenty-eight acres. Mr. D. B. Wilson realized nearly \$1,800 from a single acre at San Gabriel, two miles from Pasadena, where single trees netted \$60 or \$70. Sales of navels and fancy oranges at such localities as Riverside have far exceeded this, the result being phenomenal, but as in everything else the grower will find of years, and if he average one-third of this, net, he would be considered a fortunate farmer by easterners, considering the life and its comforts. The care of his orchard has been his own. It has cost him for labor about \$30 per acre annually, and if he has given the work the same attention that he would any difficult, successful business in the east, he will share in the grand total of \$17,430,000 received by citrus fruit growers in Southern California in the past year. In towns like Riverside and Pasadena, which are large orange groves cut up into lots and homes, many persons with ten acres realize a fair income from orange growing.—Country Life in America.

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No Change Here—King Edward's first levee is described by those attending it as large, brilliant and stately. The king was more formal than was his custom when Prince of Wales. But notwithstanding the immense trade Dunham is having, he greets his customers with the same hearty welcome as he always has, and in the future as in the past they are sure of getting the very best quality of groceries in the Dawson market at the Family Grocery, corner Second Avenue and Albert Street. All eggs candied before delivered to customers. WANTED—Clean rags at Nugget office for wiping machinery.

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REPORT Wilson Fo Thus Fa Hard- Rai. During the sojourn here and Henry in... prepared at the... to the extent of... this far undertaken... immediately adjacent... work was done by... is familiar with... hard rock mining... who knows the loc... work on every... His report is as f... Dawson, Y.T. To E. C. Hawk... Langhills, Dawson... Dear Sirs,—Com... properties of the... come to my notice... investigated by my... ing for more than... herewith a map sh... crests of this dist... married with re... different groups... which I am glad... Dawson City G... this group, would... joining the city's... right limit of the... ering the entire... city. This group... trolled by the D... Mining Company... Upon various tunnels (e... length); an open... and several shaft... to 20 feet in dep... have been. At... the summit 1800... down to the water... disie river. The... these samples we... \$2.7, \$2.48, \$1... \$8.92, \$18.84, \$1... the ore body, w... porphyritic natu... a laminated form... strata, and... nation. And... would indicate a... ability to pinch... down are in sig... to run a thou... next 100 years... Klondike Chief... situated on the... Yukon river at... nearly opposite... discovered the o... of from 400 to... some faces of o... es you are from... than 100 feet t... 400 feet above... day returning to... Black Cat Gro... group is situat... of the Yukon r... stream from Kl... there are millio... elements quart... is right to have... from the... Golden Lion... Lion Group by... limit of the... the month of... ridges being exp... edge to a high... The average... \$27.25. On... an immense gl... plets (10 feet... \$2 50 feet, w... of broken or... and porphyry... \$5 to the ton... stated that the... 100 in the broo... the Golden... this estimate... shaft, because... made into led... this use claim... All of the a... are situated... of the Yukon... The assay res... gold per ton... can be worked... about six month... The Carbon... situated on the... in creek from... 1909. It is w... claims. Several... have been made... where raising... gold per ton... and shows gra... Black Lion—... left limit of... month of Budd... new claim is... not stick by... not long in... no contains in... the creek, for... week. Eight o... persons and the... being driven... more than 20... body of ore e... for 1909—4... strater, and... the entire bod... Providence... on the left... from No. 14... ey, covering... miles. At... ing driven in... the creek, and