More Than Double the Circulation of Any Other Daily Paper in the State.

THE SEATTLE POST-INTELLIGENCER.

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SEATTLE, WASHINGTON, FRIDAY, JANUARY 7, 1898.—PAGES 9 TO 12.

TO ALASKA

Quickly, Safely, Comfortably.

THE YUKON COMPANY, with the finest fleet of steamships on the Pacific coast, and its own river steamers on the Yukon, is prepared to deliver passengers and freight through from Seattle to Dawson City, in the heart of the Klondike region, in less than twenty days. Vessels, meals and accommodations equal to the best. Weekly sailings from Seattle after May 1. No danger, no delays, no transfers.

TICKETS NOW ON SALE at the Yukon Company's offices and agencies, entitle the holder to transport and deliver at Dawson City ONE TON OF FREIGHT FREE.

Those securing tickets now get earliest accommodations.

Send your address to the Secretary of the company, Seattle, Wash., or to the General Agent, 807-809 Betz Building, Philadelphia, Pa., for HANDSOME FOLDER, containing MAPS OF ALASKA and all information FREE.

THE YUKON COMPANY,

OF SEATTLE, WASHINGTON.

OFFICE—228 Burke Building.

Philadelphia, Pittsburg, New York, Chicago.

REFERENCES—Any bank in Seattle. German National Bank, Pittsburg. Quaker City National Bank, Philadelphia. Roach's Shipyard, Chester, Pa. Moran Bros., Ship Builders, Seattle, Wash.

"Chew?"
"Sometimes."
"Piper Heidsieck!"
"I'll go you."

No lover of a good chew ever says no to

PIPER HEIDSIECK

PLUG TOBACCO

(CHAMPAGNE FLAVOR)

There is more solid satisfaction in a piece of Piper Heidsieck than in any other brand on the market. Everything about it is right; the flavor is unsurpassed; the size is 40 per cent. larger than formerly; and the price is still the same old nickel. The new plug at the old price is positively the biggest bargain in tobacco you ever saw. Be sure and ask for one of the NEW pieces of Piper Heidsieck.

Paul Ludlam of Millville, N. J., Manager of a large pharmacy in that prosperous town, says that one of the medicines most frequently called for is RIPANS TABULES. He has customers who believe in them as the greatest remedy for all ills of the stomach and he knows others who have been cured by them and constantly speak their praises. One notable case is that of a prosperous farmer, who has an immense place about eight miles away and who drives into town every now and then to renew his supply of RIPANS TABULES. He told Paul that he had been a sufferer from indigestion and biliousness for several years and old house-wife remedies failed to cure him. "I am not so situated that I can call on a Doctor every time I am affected," said he, "and were it not for RIPANS TABULES I would not be able to get along with comfort. I began to take them over a year ago and they have invariably aided me. They have practically accomplished a cure of what has been a most severe case of chronic dyspepsia." Not alone in the great cities, but in thousands of towns and hamlets as well, are the virtues of RIPANS TABULES known, recognized and appreciated as a friend to man. The story of this farmer who would drive eight miles on a country road to reach the nearest drug store twice every month to renew his supply of RIPANS TABULES is only one instance out of thousands of their wide appreciation.

A new style packet containing TEN TABULES in a paper carton (without glass) is now for sale at some drug stores—FOR FIVE CENTS. This low priced sort is intended for the poor and the economical. One dozen of the strongest cartons (10 tabules) can be had by mail by sending forty-eight cents to the RIPANS CHEMICAL COMPANY, No. 10 Spruce Street, New York. A single carton (TEN TABULES) will be sent for five cents.

"THOUGHTLESS FOLKS HAVE THE HARDEST WORK," BUT QUICK WITTED PEOPLE USE

SAPOLIO

Large Consignment of Paper Napkins Just Received.

M. FURUYA & CO.,
89 Yesler Way and 628 Second Avenue.

We will sell them, wholesale or retail, at **lowest cash prices.**

BRIXHAM TO GO TO ALASKA.

STEAMER OF CUBAN FAME WILL JOURNEY TO ST. MICHAEL.

Was Booked to Leave Brooklyn Yesterday in Charge of Capt. James Durie, Who Threatened to Shoot a Spanish Officer — Her History.

The steamer Brixham, famous because of an experience in Cuban waters, was due to sail yesterday from Brooklyn, N. Y., for Seattle, to enter from this port the transportation service to St. Michael, Alaska. For the last month the steamer has been undergoing extensive alterations with a view to increasing her capacity for passengers and freight. Although 265 passengers have already been booked through to the gold fields, none of these will embark at Brooklyn, as the Brixham will sail for Seattle loaded with freight from Brooklyn, and all her passengers will join at Seattle.

The Brixham will be operated by the Boston & Alaska Transportation Company in connection with the steamer South Portland, which will leave New York for Seattle in two weeks, and two river steamers and barges, now being built by the San Francisco Bridge Company, of this city.

The keel blocks of the boats under construction here are now laid, and the keel will be down today. There are two steamers and two barges, the dimensions being as follows: Length, 140 feet; breadth, 30 feet; depth, 6 feet; draught, light, 18 inches; draught, loaded, 3 feet. The Washington Iron Works has the contract for supplying the machinery and boilers. The vessels will be completed by March 31. They will be knocked down and taken from here by schooner to Dutch Harbor, where they will be put together and picked up by the Brixham and towed to St. Michael, where the passengers on the larger vessel will be transferred for the voyage up the river to the Klondike region proper.

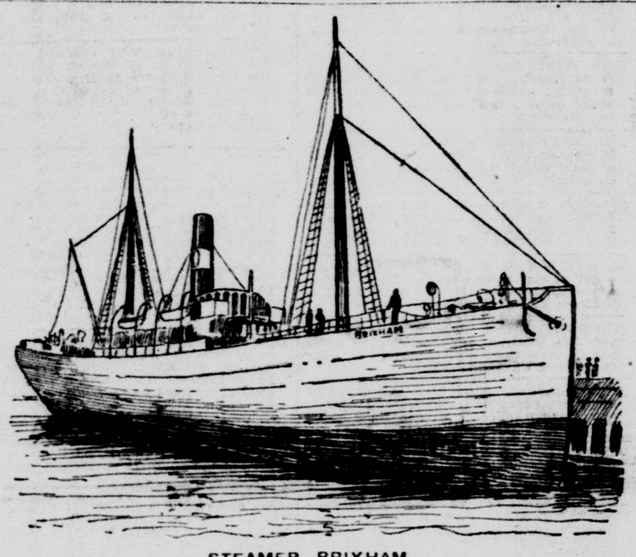
Capt. James Durie, who will command the Brixham, has been in charge of the vessel for six years, and is well fitted to take a leading part in such an expedition as is contemplated. He has had an adventurous career, and his name, and the name of the vessel which he commands, are known to many Americans in connection with an incident which occurred about eighteen months ago, when the Brixham was cruising near the coast of Cuba.

Two of the boat's engineers were enjoying a sail in one of the small boats, not far from Gibara, when a boat from a Spanish man-of-war was lowered and gave chase. The Brixham sailors, however, managed to beat out their pursuers, and reached their own vessel in safety. The commander of the Spanish war vessel then determined to interfere, and caused himself to be rowed out to the Brixham, which he boarded, demanding the immediate surrender of the two engineers as fillibusters. But Capt. Durie was equal to the occasion.

"Run up the Stars and Stripes," he said.

The command having been obeyed, he turned once more to the Spanish captain and, calling his attention to the flag floating over them, he said: "Do you see that flag? Dare to attempt to carry any of my men from under its protection and I'll shoot you where you stand."

The men were not arrested.



STEAMER BRIXHAM.

Her northern destinations are Juneau and Sitka, but with the increase of business her run will probably soon be extended to take in Dyea and Skaguay.

The sale of second-class tickets on the steamer City of Seattle was stopped yesterday. Though not advertised to sail until January 12, her steerage accommodations are already filled. She will arrive here from Skaguay and Dyea the first of next week. Owing to the rush of passengers the company is now refusing to carry hay. The rate on cattle has been raised to $32 a head, and even at that price they are not desired by the steamship companies.

EDMONTON ROUTE SCORED.

According to an Ex-Member of the Canadian Mounted Police, It Is Worthless—Reasons.

An ex-member of the Canadian mounted police, who is now a resident of St. Paul, was recently interviewed by the Globe of that city in relation to the practicability of the Edmonton route to the Klondike, and particularly to the measure of success that may attend the expedition that is proposed under the direction of L. Warmolts, about which a great deal has been published. The scheme is one that was advocated by Arthur Jordan, who was in Seattle several months ago and who discussed the route in an interview in the Post-Intelligencer, in which he stated that he had several times gone over the route and that it offered a practical solution to the question of a winter entrance to the Upper Yukon. The ex-mounted policeman said:

"There has been a great deal said about the Edmonton route to the Klondike, and I have seen its practicability advocated in numerous articles, but none of them has impressed me as having been written by one who had had good opportunities of knowing whereof he wrote. In fact, an article that appeared in the Hamilton, Ont., Spectator, written by a gentleman who accompanied Caspar Whitney on a part of his trip to the Barren Lands, should have been, in my opinion, officially suppressed as being calculated to lead men into difficulties from which they would find it very hard to extricate themselves, for if a man finds himself up in that country without means he is liable to have trouble getting out of it, as facilities for earning money are very limited. Mr. Heming, who wrote the article, stated that all that was needed was 'a good constitution, some experience in boating and camping and about $150.' Of this latter, the second-class fare to Edmonton was to cost $40.00. Now it is conceded that every man going to the Klondike should take at least enough provisions, etc., to last him one year; the neglect to do this has caused the existing trouble at Dawson. Mr. Heming tells prospective Klondikers that they can buy their canoes at Edmonton and their provisions along the route from the Hudson Bay posts. I know for a fact that there are not, nor have there been, three canoes for sale at Edmonton for the last seven or eight years. As for the provisions that the Hudson Bay Company will sell you in the McKenzie district, I can only say that they will not keep you from starving very long, for they are not there to sell provisions to white men, and make no mistake about doing it. I don't suppose there is a post in the whole of the Athabasca or McKenzie river districts that by early summer, when they receive their yearly supplies, will not be almost entirely cleaned out in the course of their regular business; that is, trading with Indians at Klondike profits.

"Mr. Heming advises canoeing it from the Athabasca landing, and states that no guide is necessary to Fort McPherson. Apart from the fact that canoes are totally inadequate to take the quantity of supplies necessary, I would take exception to this statement. Between the Grand Rapids and Fort McMurray there are ninety miles of very bad rapids, through which the oldest and most experienced traders think the services of a steersman with a thorough knowledge of the river necessary, and never go through without one, and they are all pretty good men on the river themselves.

"The practicability of the end of the trip is so far merely conjectural. There is considerable tracking up the Red river to be done, but whether it is possible or not remains yet to be seen. The 300 miles across country to the Klondike may be, for all we as yet know to the contrary, worse than the Chilkoot. Mr. Ogilvie, who probably knows as much about that country as any white man, is very non-committal about it, and only says that he once heard a miner say he crossed it and found it gravelly hills. As far as taking loads over there with dogs, it is out of the question. A dog is doing well when it takes 150 pounds, and figure in that about three pounds a day for its own consumption, and you will find that you will want a lot of dogs.

"An article in the Dispatch last night contained the statement, by Mr. Warmolts, that the route was a very good one—that his party left Chicago August 21, and they are now wintering at Fort Resolution, about half way on their journey. I believe a great many who went by the Chilkoot since that date are at Dawson by this time, and this party has not as yet commenced the worst part of the trip.

"It is stated in this article that bars were passed where $10 a day could be made. Three years ago about 300 miners worked the Athabasca above the landing to the headwaters, and during the summer I don't think $2,000 was cleaned up. I have prospected the river at numerous points lower down during a summer spent on it, and never found a color on any bar, nor did I ever hear of one being found below Athabasca landing."

HUENEME IN PORT.

Arrives From San Francisco and Will Run to Alaska.

The steamer Hueneme, Capt. Victor Johnson, arrived yesterday from San Francisco. She will load freight at the Schwabacher dock and will sail for Dyea and Skaguay, Alaska, this afternoon. On the Alaska run the Hueneme will be in command of Capt. L. F. Larsen, formerly of the bark Sequoia.

The Hueneme, as already stated, will be operated on the Alaska run as a freighter, in connection with the Pacific Steam Whaling Company's steamer Wolcott, which will carry passengers. The Wolcott is scheduled to sail this morning. She will have a full list of passengers.

The next vessel scheduled to sail for Alaska is the City of Topeka, January 10. She will reach here Saturday or Sunday.

HAS NOT BEEN SOLD.

Steamer Cleveland Still Owned by Kruse & Madison.

Purser Whitbeck, of the steamship Cleveland, who reached this city yesterday, denies that the disabled vessel has been purchased by the Canadian Pacific Navigation Company, of Vancouver, to be operated on the Alaska run. She is still the property of Kruse & Madison, of San Francisco, who are holding her for charter.

The Cleveland is now on the drydock at Quartermaster harbor undergoing inspection. She will come off today and lie alongside the dock to await the arrival from San Francisco of the new plates needed in the work of repair. A new stern bearing and wheel have already arrived.

The damaged freight of the Cleveland will be brought to the Arlington dock and a general average will be taken.

Will Run Steamers to Skaguay.

PORT TOWNSEND, Jan. 6.—The Copper River Transportation and Mining Company, of this place, has decided to also run one of its steamers between Port Townsend and Dyea and Skaguay, leaving for the north every fifteen days. Capt. John Barneson has been elected general manager of the company.

AN ALASKA LEGEND.

How There Came to Be Various Kinds of People.

Godey's Magazine.

The Indian legends, with their mixture of superstition and poetry, are not uninteresting in conection with the story of this great country.

One pertaining to the origin of the native tribes is thus told: "A long time ago the earth sank beneath the water and the water rose and covered the highest places, so that no man could live. It rained so hard it was as if the sea fell from the sky. All was black, and it became so dark that no man knew another. Then a few people ran here and there and made a raft of cedar logs, but nothing could stand against the white waves, and the raft was broken in two. On one part floated the ancestors of the Thlinkits, on the other the parents of all other nations. The waters tore them apart, and they never saw each other again. Now their children are all different, and do not understand each other."

The Birth of the "Greater" New York

With the dawn of the new year the "Greater" New York is ushered into the world a full-grown giant. The problem of municipal government is to be put to the supremest test. Within its limits is contained a population equal to that of thirteen of our sovereign states at our last census, and as numerous as that of the original thirteen states. Provisions for the life and health of this vast multitude of all nations and climes is an unsolved enigma. Thousands of sufferers in New York and elsewhere are wrested from the grasp of that agonizing complaint, rheumatism, by the timely use of Hostetter's Stomach Bitters, which is a preventive of malaria and kidney complaint, and a curative of liver complaint, constipation and nervousness.

KODAKS and other cameras for holiday presents can be obtained at 211 Columbia street, opposite postoffice. **Washington Dental and Photographic Supply Co.**

TO LIVE IN ALASKA.

NORWEGIAN COLONY BEING ORGANIZED IN MADISON.

Party of Forty or More Expects to Leave Chicago About February 1 to Take Up Timber Lands on the Copper River—May Mine Gold.

A number of local Scandinavians are organizing for the establishment of a colony in Alaska. Andrew Holman, brother of Chairman Nels Holman, of Deerfield, is in the city making arrangements for the undertaking, and in a day or two will meet a representative of a St. Paul company here and complete the final details. A number of prominent Norwegian citizens of Madison are backing up the enterprise.

The plan of the colonists is to go to Alaska to live. A number of them are married, but their families will not leave here until comfortable quarters have been secured in the new home. About twenty men have thus far been obtained, and it is hoped to swell the number to forty or more. The company will start from Chicago about the first of February and go by way of Seattle to reach Alaska some time in March. Their point of destination is the Copper river, which is on the south coast of Alaska, but considerably northwest of Sitka and Juneau. Gold digging is not their prime motive in going. They expect to take up land and make that country their future home. There are already a considerable number of Norwegians in Alaska, but no organized colony. Mr. Holman, the local promoter of the enterprise, has lived there twelve years. Since then he has been in Norway three years. He is a hustler and will set out for the new fields in a few weeks to prepare for the colony to arrive later. No land has as yet been obtained, but there is plenty to be had. The chief object of the men is to secure good timber lands that they may in time develop a lumber industry. Some of them are experienced woodsmen, and a number from Norway who have worked in the woods with the thermometer at 52 degrees below zero will be in the party to give the benefit of their experiences. Mining and agriculture will be of secondary consideration, at least in the beginning. It is possible that some interest in reindeer raising will be taken, as some of the party are familiar with the habits and requirements of that animal. Provisions for only six months will be taken by the party, as it is hoped by the end of that time supplies may be purchased in that region. Mr. Holman has not yet decided whether or not to take dogs with the party. This with many other details remains to be settled within a few days. Among those going from Madison are three Swedes now at work in the ice houses, A. W. Anderson, Charles Anderson and Martin Olson. A. W. Anderson has a family, as has also Mr. Holman. At least three Madison Norwegians have made arrangements to go, two from Deerfield and one from Edgerton.—Madison, Wis., Democrat.

BRUTAL MURDER BY A SEMINOLE.

White Woman His Victim—Several Arrests Made.

WICHITA, Kan., Jan. 6.—Mrs. Julia Leard, a white woman, was murdered by a Seminole Indian Wednesday evening, four miles east of Maud, O. T. The crime was committed in the presence of the woman's children.

Earlier in the afternoon Mrs. Leard had frightened the Indian away, threatening him with a rifle.

Later she stepped out of doors, carrying her baby, and the Indian stole into the house, secured the rifle and attempted to shoot her, but the cartridge failed to explode. The Seminole then attacked her with the butt of the gun, clubbed her to death and ravished her body. He hurled the baby into the house through the open door.

Several Indians have been arrested, but the murdered woman's 8-year-old daughter, the oldest of the family, has been unable to identify any of them as the murderer. There is great excitement in the vicinity.

UNITED STATES ENGINEERS EXCEL.

Prominent Englishman Thinks They Could Teach His Countrymen.

LONDON, Jan. 6.—Mr. Yarrow, of Yarrow & Company, a leading engineering firm in London, has cabled to the Times from Boston that the result of his tour of New England has impressed him with the fact that a most severe competition is inevitable from the United States.

He thinks the English engineers, now on strike, are "ignorant of the progress of other countries," and offers to defray the expenses of the tour of a delegation, that would go from Boston to Philadelphia, with a view of preparing a statement as to the social and financial position of American engineers.

NEW BEDFORD WILL STRIKE.

Spinners' Union Determines to Resist Reduction in Wages.

NEW BEDFORD, Mass., Jan. 6.—The Spinners' Union has unanimously voted to resist by strike the proposed reduction of wages. The members in this city number about 500.

FALL RIVER, Mass., Jan. 5.—The cloth market for near-by futures has taken another drop, and a small sale, rumored to be 2,000 pieces weekly, was made for January, February and March delivery at 2 3-16 cents, a decline of one-sixteenth. It is also reported that spots were sold at the same figure, but this cannot be verified. The reduction almost offsets the reduction in wages and consequent decrease of the cost of production.

LEITER STILL HOLDS THE WHEAT.

Behind Him Is $30,000,000—Will Hold for Higher Prices.

CHICAGO, Jan. 6.—The rumors persistently circulated to the effect that Joseph Leiter had closed contracts for the disposition of the greater part of his vast accumulation of wheat to New York and Baltimore exporters, who had placed it in Europe, were positively denied today. Private advices from East India are to the effect that behind Leiter is $30,000,000 that will eventually own and control over 30,000,000 bushels of cash wheat for better prices. If this be true, the refusal to sell cash wheat today would indicate that the combine proposes to hold what wheat it has and increase its holdings very largely.

Hartley's Sentence Affirmed.

LINCOLN, Neb., Jan. 6.—The supreme court has rendered a decision affirming the preliminary sentence of twenty years imposed upon ex-State Auditor Hartley, convicted in the district court of Douglas county of embezzling $230,000. Hartley since his conviction last fall has been in jail at Omaha.

France Does Not Own the Islands.

CITY OF MEXICO, Jan. 6.—A high official of the department of foreign relations says regarding the Clipperton island incident: "The claim made in behalf of France by La Liberte, of Paris, is regarded as a canard. France never held the islands."

To Adjust Silver Quotations.

LEADVILLE, Jan. 6.—The first important work to be undertaken by the newly formed mining association will be an endeavor to adjust the matter of daily silver quotations. It is claimed by the mine operators that they are compelled to settle for their ore on the basis of a sixty-day quotation, which is from 1 to 2 cents lower than the spot figures.

Dies on the Indian Frontier.

LONDON, Jan. 6.—According to a special dispatch from Peshawur, Maj. Gen. Arthur Godolphin Yeatman-Biggs, in command of the second division of the Tyrhae expedition on the northwest frontier of India, died on Tuesday of dysentery. The news is confirmed from various sources.

Lewis Too Ill to Attend.

Special Dispatch to the Post-Intelligencer.

WASHINGTON, Jan. 6.—James Hamilton Lewis surprised everybody again today. It was expected he would make his appearance in a blaze of glory, but he did not appear. Investigation revealed the fact that he was ill. His physician says his indisposition is only temporary.

St. Louis Thought to Be Sold.

ST. LOUIS, Jan. 6.—Whether or not the St. Louis Baseball Club has changed hands is still an uncertainty, but it is pretty generally thought that the deal has been consummated. But this is vigorously denied by President Von der Ahe.

Final U. P. Payment Made.

NEW YORK, Jan. 6.—The last payment to the government by the Union Pacific reorganization committee for the Union Pacific road was made yesterday, a check for $8,500,000 being deposited at the subtreasury.

Director of the Vatican Observatory.

LONDON, Jan. 6.—According to the Rome correspondent of the Daily News, the pope has nominated Father Searle, of New York, director of the Vatican observatory. He will reside at the vatican.

CIVIL SERVICE.

Olalla, Kitsap Co., Wash., Jan. 3, 1898.

To the Editor: Permit me as a member of the commission which framed the present Seattle charter to say a word in defense of civil service, the target of attack in certain quarters. Although not now a resident of Seattle, I still hold property interests there, and am for this reason interested in good government for the city, if there were no other less selfish ones. For it is a fact that good government gives security in and adds value to all property.

No part of the charter of Seattle received greater consideration or was adopted with less opposition than the article covering the civil service. The commission was happily constituted to give the most disinterested and patriotic service to the city, and the present onslaught on the merit system of appointment to office is the best possible proof that it stands in the way of the unpatriotic and selfish desires of a small, but always active, clique of politicians. The great body of the people have their interest only in the decent and efficient administration of public affairs. The civil service conduces to good government by taking out of the qualifications for office all but fitness for the work. Under a just administration of the law party connection, nationality and religious convictions play no part. Citizenship and competency are the only things needful to hold office. Whenever any other test for public office is exacted than these we overstep the bounds of equal rights and admit dangerous elements into our scheme of self-government.

It may be said with truth that the administration of civil service laws is, broadly speaking, atended with absurdities and that obedience to the letter of the law which slays the spirit, but the fault is therefore not in the law itself, but in its execution, which as things go must ever lie with men liable to err. If the present administration of the law is not satisfactory in Seattle it would still be well to pause before the law, good in itself, was wiped out of the charter. As has been pointed out, the civil service provisions so ramify through the whole body of the charter that their elimination would leave appointment to the spoilsmen, who, like a hungry pack, are always in full cry on the heels of office.

Seattle is a growing city, and with its growth places in the public service will of necessity multiply, and in view of the immediate future, bright with the promise of expansion and enterprise, the charter commission did well to practically place the whole city service under the provisions of the merit system.

The civil service will do in a measure what a non-partisan city council would effect. It stands against the arbitrary and unnecessary increase of city employes. Partisans have nothing to gain by making places for non-partisans, as all appointees should be, if the law is observed, in the spirit and not merely in the letter. Take away this one barrier of the civil service and Seattle would inevitably fall with the first election into the hands of as hungry place-hunters as ever cursed a city. The temptation to multiply positions for the reward of faithful incompetents would simply be irresistible. This is human nature, and as true of one party as another. Besides, the banditti of Seattle would soon control the state. Consider, too, the position of a weak mayor under the "wide-open" policy—and who is strong when the appeal is to friendship and party fealty? The law as it stands is both a protection for and a restraint of the chief executive, and no one who is at all acquainted with the tremendous pressure for place under the city would like to see either a good mayor exposed to the conscienceless demands of office-seekers, or leave a bad mayor without such wholesome restraints as will insure decent appointments.

Among the signers to the petition to repeal the civil service law are without question men of all parties, sincere in their convictions. They are not all spoilsmen with axes to grind. To these men is made the appeal to distinguish between a law good in itself and a bad administration of it. The important thing in a chief executive is his backbone, and such a one can be trusted to appoint a civil service commission which will follow the spirit of the law and not the letter. A just administration of the civil service law should yearly strengthen it in the affections of the people.

HENRY W. STEIN.

THOUGHT THEY WERE MARRIED.

Supposed the Ceremony Was Performed by the License.

St. Louis Globe-Democrat.

John Dietering, one of the marriage license clerks at the court house, was surprised yesterday forenoon by a young couple, who returned a marriage license to ascertain what they should do with it. They were accompanied by the young lady's father. The license had not been used and, upon inquiry, Mr. Dietering found that they thought they were legally married when the license was secured, and that no further ceremony was necessary.

The innocent couple were Matthew Nack of 3921 Fiorissant avenue, and Sophie Mohr, of 2908 North Twenty-second street. They procured the license on July 26, 1897. When it was returned, Mr. Dietering saw that it had not been signed by anyone authorized to perform a marriage ceremony, and asked the couple if they had not been married. They replied that they were married; had been married right there in that office, and had been living together ever since. On further questioning, Mr. Dietering found that when they qualified for receiving a license, declaring that they were single, of the legal age, etc., and made oath to the same, they thought that this constituted the marriage ceremony. The groom also related that he had paid $1 for the experience at the license office.

Clerk Dietering then informed them that they would better go to some official at once and get married. A short time afterward Justice William J. Hanley called up the recorder of deeds office by telephone, stating that he had been called upon by a couple, who had a license whose time limit had expired, and asked if it was valid. He was informed that it was good, and it is supposed that the young couple are now legally husband and wife.

OLDEST AMERICAN CITY.

REMARKABLE DISCOVERIES RECENTLY MADE AT COPAN.

The Mysterious City of Honduras, the Cradle of Maya Civilization—Remains of Great Temples and Palaces in Central America.

The Central American explorer, George Byron Gordon, contributes an article entitled "The Mysterious City of Honduras" to the January Century. This gives an account of the recent remarkable discoveries made at Copan. Mr. Gordon says:

Hidden away among the mountains of Honduras is a beautiful valley which, even in that little traveled country, where remoteness is a characteristic attribute of places, is unusually secluded. Copan is one of the greatest mysteries of the ages. After the publication in (1840) of Stephens' account of his visit to the ruins, which made them known for the first time to the world, the interest awakened by his graphic description, and the drawings that accompanied it from the skilful pencil of Catherwood, relapsed; and until within the last decade writers on the subject of American archaeology were dependent entirely for information concerning Copan upon the writings of Stephens, which were regarded by many with skepticism and mistrust. Not only do the recent explorations confirm the account given by Stephens as regards the magnitude and importance of the ruins, but the collection of relics now in the Peabody museum is sufficient to convince the most skeptical that here are the remains of a city, unknown to history, as remarkable and as worthy of our careful consideration as any of the ancient centers of civilization in the Old World. Whatever the origin of its people, this old city is distinctively American—the growth of American soil and environment. The gloomy forest, the abode of monkeys and jaguars, which clothed the valleys at the time of Stephen's visit, was in great part destroyed about thirty years ago by a colony from Guatemala, who came to plant in the fertile soil of the valley the tobacco for which, much more than for the ruins, that valley is famous throughout Central America today. They left the trees that grew upon the higher structures, forming a picturesque grove, a remnant of which still remains—a few cedars and ceibas of gigantic proportions, clustered about the ruins of the temples, shrouding them in a somber shade, and sending their huge roots into the crevices and unexplored chambers and vaults and galleries of the vast edifice.

The area comprised within the limits of the old city consists of a level plain seven or eight miles long and two miles wide at the greatest. This plain is covered with the remains of stone houses, doubtless the habitations of the wealthy. The streets, squares, and courtyards were paved with stone, or with white cement made from lime and powdered rock, and the drainage was accomplished by means of covered canals and underground sewers built of stone and cement. On the slopes of the mountains, too, are found numerous ruins; and even on the highest peaks fallen columns and ruined structures may be seen.

On the right bank of the Copan river, in the midst of the city, stands the principal group of structures—the temples, palaces, and buildings of a public character. These form part of what has been called, for want of a better name, the Main Structure—a vast, irregular pile rising from the plain in steps and terraces of masonry, and terminating in several great pyramidal elevations, either topped by the remains of a temple which, before our excavations were begun, looked like a huge pile of fragments bound together by the roots of trees, while the slopes of the pyramids, and the terraces and pavements below, are strewn with the ruins of these superb edifices. This huge structure, unlike the great pyramids of Egypt and other ancient works of a similar character, is not the embodiment of a definite idea, built in accordance with a preconceived plan and for a specific purpose, but is rather the complex result of a long process of development, corresponding to the growth of culture, and keeping pace with the expanding tastes of the people or the demands of their national life. Its sides face the four cardinal points; its greatest length from north to south is about eight hundred feet, and from east to west it measured originally nearly as much, but a part of the eastern side has been carried away by the swift current of the river which flows directly against it. The interior of the structure is thus exposed in the form of a cliff 120 feet high, presenting a complicated system of buried walls and floors down to the water's edge—doubtless the remains of older buildings, occupied for a time, and abandoned to serve as foundations for more elaborate structures. Excavations have also brought to light, beneath the foundations of buildings now occupying the surface, not only the filled chambers and broken walls of the older structures, but sculptured monuments as well. The theory of development, though it cannot be set aside, seems inadequate to explain this curious circumstance; and yet ther is just enough difference between these art relics and those of later date to indicate a change in style and treatment. Whether or not this change continues in regular sequence lower down has not yet been determined. If, as I am inclined to believe, we shall find, away down in the lower levels, the rude beginnings from which the culture of the later period developed, we shall have pretty conclusive evidence not only that Copan is the oldest of the Maya cities, but that the Copan valley itself, with the immediate vicinity, was the cradle of the Maya civilization.

ANDREE BELIEVED TO BE SAFE.

Gone Into Winter Quarters in Franz Josef Land.

Boston Herald.

Prof. Andree and his balloon, it is believed, have been located. Scientific men now say the daring Arctic explorer and his two companions, Dr. Nils Strindberg and Knut Frankel, are safe and only waiting for the winter to break to show themselves.

Scientific journals just received from Europe announce the fact that astronomers and meteorological experts of Sweden, England, France and Germany have received full meteorological reports, and have calculated the velocity and direction of the polar winds during July, when Andree was, as they claim, sailing over the north pole. These experts say that, barring accidents, he must now be in Franz Josef land, and must have passed the pole. As to accidents, experts say that such a contingency is next to impossible. M. Lachambre, of Paris, in an interview, said that the balloon could float for fifteen days.

In their computations of the velocity and direction of the polar winds, the experts agree that the balloon passed the pole in less than six days, and that Andree and his companions continued their journey until they reached a place suitable for winter quarters.

The Neue Frie Presse, in Vienna, publishes an interview with a distinguished Austrian explorer, Dr. von Payer, in which he says: "No word ought to be expected from Andree before next summer. It will be Andree himself, and not pigeons, that will bring the news of his expedition."

Russia has offered a big reward for the first authentic tidings of the explorers.

CASTORIA.

The fac-simile signature of Chas. H. Fletcher is on every wrapper.