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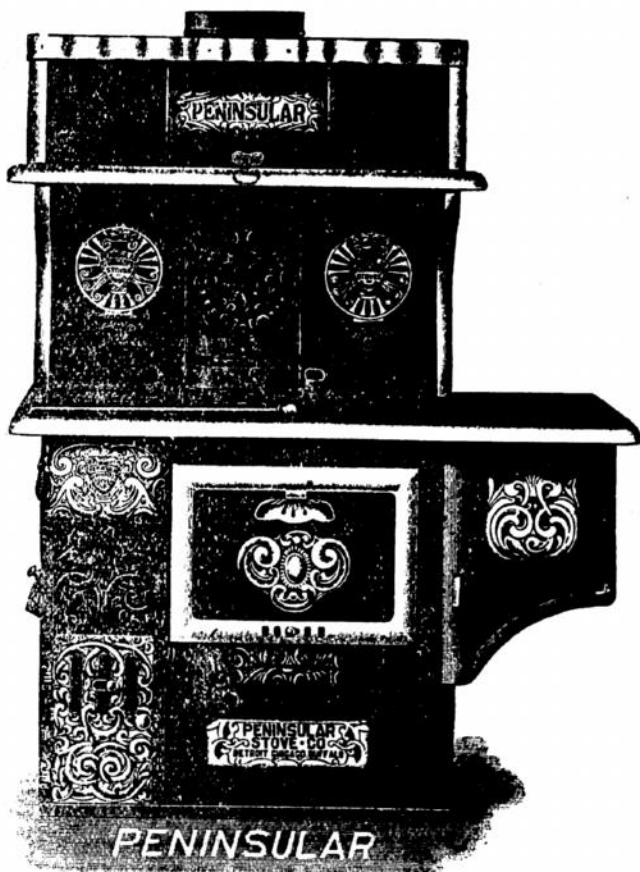
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Mines and Mining

Review of Mining Operations
and Developments of Lake
Superior District.

SUPERIOR MINE ON FIRE.

A dispatch of Wednesday says that No. 2 shaft of the Superior mine, about three miles west of Ironwood was burned Saturday. The No. 1 shaft is still burning underground. The fire cannot be reached by any hose, and so is left to subside itself. The men in the mine made their escape before the fire gained much headway. The fire is supposed to have been caused by a careless miner throwing a lighted candle between the timbers of the shaft. About 150 to 200 men will be out of employment for a long time. The damage caused by the fire is unknown, but it is supposed to be large. The No. 2 shaft of the Superior mine has been destroyed by fire three times but was rebuilt on account of the large mass of ore that surrounds it. The mine belongs to the firm of Pickands, Mather & Co., of Cleveland. The property is fully insured.

MISSABE EARNINGS.

The Duluth, Missabe & Northern railway Monday filed its annual report of earnings with the state railroad and warehouse commission. The St. Paul Dispatch says that the report of this road "is especially interesting, inasmuch as it is one of the unique roads of the country. Its freight earnings per mile are heavier than almost any other road, but the singular fact about it is that the road depends solely upon one class of business, the ore trade, to sustain it."

The small figure which passenger earnings bear in relation to the gross earnings is seen in the following table:

Total passenger earnings.....	\$ 96,338.81
Total freight earnings.....	3,006,413.74
Total.....	\$3,102,752.55
Other earnings.....	7,199.63
Gross earnings, 1901.....	\$3,109,952.21

The ratio of expenses to earnings in Minnesota was 48.69 per cent. The total number of tons of ore carried was 3,830,424. All other freight was less than 400,000 tons. The total tonnage of all classes for the entire line was 4,167,865, which is a marvelous tonnage, considering the length of the line. The greatest percentage of the freight, however, was ore.

The total cost of construction of the Missabe road is given as \$8,853,786, or \$57,924.67 per mile. The total cost of equipment is \$2,634,856.11. The grand total of the cost of construction and equipment is given as \$11,488,642.11, or \$75,162.85 per mile.

The operating expenses are given as follows:

Maintenance of way, etc.....	\$ 584,877.77
Maintenance of equipment.....	409,900.04
Conducting transportation.....	439,213.72
General expenses.....	90,103.76
Total expenses.....	\$1,514,185.29

Ratio of expenses to earnings, 48.69 per cent. The total number of employees is 1,504. The average daily compensation, excluding general officers, is \$2.03. The total paid in salaries for the year was \$589,839.10.

The freight earnings per mile of road were \$19,427.55. The passenger earnings per mile of road were \$622.54. The total revenue train mileage was 535,461.

TO DRILL AT CHISHOLM.

Capt. James Sullivan, of Duluth, has secured an option to explore for iron ore on the townsite of Chisholm. Mr. Sullivan was here Wednesday and expects to place drills at work at once. It is the general opinion of mining men acquainted with the locality that the ore body of the Chisholm mine extends under the new townsite. Mr. Sullivan and his associates have faith in the enterprise and will expend considerable money in exploring. In the event that the theory proves correct it will complicate matters somewhat at the new town. —Hibbing News.

WILL WORK THE BUCKEYE.

Capt. E. W. Griffin, E. M. Griffin and E. M. Whitney, Minneapolis, are here this week making preparations for thoroughly prospecting the Buckeye property, which lies about seven miles north of the village.

Considerable prospecting has already been done on this property and a fairly good showing has been made, but these parties are here to find out just what it contains.

It was Capt. Griffin who opened the Diamond mine several years ago, and since that time has been working it off and on, and it was the intention to go into the Buckeye about a year ago, but the captain was taken sick and is just recovering, but he assures us that now they will push the work of prospecting until they find out whether or not the property is of sufficient value to pay for its working. —Herald-Review.

SPANISH TRUST.

London, Sept. 24.—The Westminster Gazette today says it understands that the three great iron producing companies of Bilbao, Spain, have agreed to amalgamate in the lines of the United States Steel corporation with a capital of 75,000,000 pesetas. The works have an annual output of 500,000 tons. This trust will be by far the biggest of its kind in Spain.

BUY BLOCK OF PINE.

Eaton Bros., of Duluth, have purchased of E. J. McGowan, of Grand Rapids, seventeen hundred of standing pine in 63-40, Itasca county. The consideration was \$15,000. This purchase is said to about clean up the standing pine tracts in Itasca county, there being very few pieces left that are not in the hands of the lumbermen.

BIG RAILROAD EXTENSION.

The timber and ore resources of the northeastern part of Minnesota are the cause of operations that are every day changing the railroad map of this part of the state. The bulk of the railroad building in the state this year will be north and east of the source of the Mississippi. The owners of timber and the owners of iron lands are vying with each other in taking out of that part of the state the resources nature has been storing up for centuries. Whether, when the lumbermen and the iron men are through there will be anything left to support the railroads is a question yet to be decided. Much of that part of the state is known to be almost, if not quite, worthless for agricultural purposes, but there are thousands of acres of good lands that can be made productive when the timber is removed.

At the present time the timber of this part of the state is a goal for a number of railroad projects. The Brooks-Scanlon Lumber company, with a new mill nearly completed at a point near Cloquet, is building a road northeasterly from that place to timber owned by them north of Two Harbors. Eventually this road will be fifty miles or upwards long, and will reach up to a connection with the Duluth & Iron Range. The projected line of Cook & Turritt from Virginia to the Rainy river is the other large railroad possibility for that part of the state this year. In addition to these, says the Mississippi Valley Lumberman, a number of the roads of that section will build short extensions for logging purposes, or to better reach the iron mines. The line from Virginia to the boundary line will tap a lot of timber that would, had Canadian mill men been able to get control of it, gone across the line to be manufactured. As it is, it will be brought to mill at the head of the lakes or along the Mississippi river.

It will be a good many years before the land of this section will be entirely denuded of its timber. It will probably be a good many years before the last of the iron ore will have been taken from the ranges. Meanwhile, the lands that are capable of bringing forth crops will have been sought out. Settlers by the thousand will take the places of miners and lumber jacks, railroads that are now hauling logs and ore will take merchandise into the country and bring out the products of the farm. Outside of the mining towns and the lumber camps the population of that part of the state is very small. There is room for thousands, and after the lumbering and the mining operations cease the towns will require something else for support. They will find this in the products of the soil.

LOST.

A small gold watch and chain. Finder will be more than liberally rewarded upon returning to W. V. CALDWELL.

Drowned.

M. F. Barber Meets a Watery Grave at Half Moon Lake.

SATURDAY AFTERNOON.

Perhaps the saddest accident in the history of the range was the drowning of Marshall F. Barber, at Half Moon Lake Saturday evening, by the overturning of a boat from which he and R. B. Freedy were fishing.

Mr. Barber, accompanied by Messrs. Freedy and Tornquist, had gone to Half Moon on Saturday for a short outing, intending to pleasantly pass the Sabbath with the many tribe which abound therein. It was while enjoying the evening fishing the accident occurred, Mr. Freedy doing all in his power to save his unfortunate companion but without avail, and in order to save himself from like fate was compelled to leave him and make for shore.

Messrs. Freedy and Tornquist tried to recover the body but failed; and on the following day the lake was dragged, Dr. Stuart Bates and Supt. Fairbairn bringing the body of their late friend and companion to surface at about 10:30 a. m. The remains were taken to the Poole morgue at Eveleth, where it was prepared for shipment and interment, and the following morning brought to this city, where short services were conducted from the Fay hotel, under the auspices of the Masonic order, of which deceased was a prominent member. The remains were taken to the old home at Vermontville, southern Michigan, for interment.

Deceased was 48 years of age, and since 1892 had been range representative of the Lake Superior Powder company. He was one of the most popular of range residents, a man with myriad friends, with no enemies. Higher tribute can be paid to none, and his death removes from us one of our most prominent and beloved citizens.

AUTOMATIC FIREMEN.

The Chicago & North-Western company has recently equipped one of its engines on the LaCrosse division with an automatic stoker or firing device, and in speaking of the innovation an official who has seen it work, says:

"The device practically takes the place of a fireman in shoveling coal into fire engine boxes and distributing it in the same. The automatic machine is the invention of a practical engine driver. It consists of a funnel-shaped trough, into which the coal is shoveled. In the funnel are screws that gradually force the coal into the fire-box and distribute it evenly over the fire. The funnel may be enlarged so that the coal may go into it through the take of the engine. By its use it is said the work of a fireman in this line may be entirely dispensed with. Railroad men are divided as to the result of the device in eventually displacing firemen from engines. Many maintain that two men will always be required to run the engine."

MICHIGAN OIL WELLS.

The Michigan Oil & Improvement company, owning about 4,000 acres of land in the Rapid River district, with options on much more, has been formally incorporated and will at once begin systematic work. It is near Rapid City where the Standard Oil company's people have been drilling for oil several weeks, with all indications of success. There is great excitement among people at Rapid River, and their faith in having a good thing at their door was demonstrated by them by subscribing for a large block of the new company's stock.

An analysis of the oil found in pockets of the new company's land, as made by Milwaukee chemists, yields 51 per cent asphaltum and 49 per cent lubricating oil, with no residue. Thus far only pocket oil has been found, but if the wells which are to be sunk at once should bear out the forecasts of mining experts, a remarkably rich property has been discovered.

We are pleased to note that Hon. M. C. Palmer is again able to be about, getting on the street Tuesday for the first time after a confinement of ten days.

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