Yukon Gold Fields

PAY DIRT FOUND IN LARGE QUANTITIES.

Special Correspondence of the Globe.

KLONDIKE DIGGINGS, B. C., May 10.—The rush to the Yukon gold fields this year is greater than even the most optimistic of us looked forward to. Old timers say that the scenes of '49 in California have been discounted here. Pay dirt is found in large quantities and fortunes are made by many. The spring rush in fact is a wonder, and the gold fever runs at its highest.

This is by no means a poor man's country, for every one has more or less money. It is very hard indeed to find laborers, as every person who comes here is fortune hunting and does not care to consider the idea of working for any one else, no matter what wages are offered. The interest in the Yukon fields has been great for a long time,, but the just discovered placer mines in the southeast corner of the Yukon district, called the Klondike district, is what has created the sensation. The announcement of this fact and the report of the finding of quartz rich in free gold has created a stampede here from other portions of the great mining district.

The Klondike Diggings, from which I write, are situated about fifty-five miles up the Youkon river from Fort Cudahy. They are on the Klondike river, a good sized stream flowing into the Yukon from the east. This stream, owing to its swiftness and the quantity of shallow water, is not navigable for any but the slightest of boats, so that for the practical purpose of taking up supplies, it is useless. The length of the Klondike is about 150 miles. A large stream joins it at a distance of about fifty miles from the mouth and entering from the south. The Indians had named this creek "All-Gold." The old-timers here say that the Klondike district will vastly exceed in wealth California diggings of early days.

The first discovery in the district was made on a creek known as the Bonanza, by one George Cormack. It is about twenty-five miles in length and has many small tributaries, all of which are gold bearing. Prospecting is still going on and new claims are being staked daily. About forty-five miles south of the Klondike, Indian river flows into the Yukon from the east. All streams heading in the divide between these two streams, appear to be rich in gold. Already a sufficient number of claims have been staked to give employment to several thousand men, and when the vastness and richness of this country becomes known to the outside world, there will be an enormous rush to it. The new fields at Klondike are, however, not only the richest, but the easiest of access. Never before in this country have such convenient mines been discovered. The mouth of the Bonanza creek is less than one hour's walk from Dawson City in winter. Men are able to do all their own freighting, which is a great saving to them.

Old miners who made new discoveries last year in some of the more remote districts, have practically abandoned their claims and gone to the Klondike, as they know it will be impossible for them to get men to freight provisions a long distance through a rough country and work when the mines at Klondike are so rich and accessible. One instance of this might be mentioned. Good prospects were found easily last year on a creek known as Chicken creek, which is a little over one hundred miles up Forty Mile river from this post. The creek was staked, cabins were built on many claims, and considerable preparatory work done, with the expectation that during the coming summer considerable gold would be taken out. This creek is now practically abandoned.

The Birch Creek Diggings in Alaska, with headquarters at Circle City, are also somewhat difficult to access, especially in the summer, and in future the same trouble of getting men to work will be experienced there as on the Forty-Mile Diggings. Already a considerable number of men have come up to the Klondike from Circle City, and it is reported that there are many more on the way. About three hundred claims have been staked out on Bonanza creek alone, and nearly the same number on its tributaries, or "pups," as the miners call them. In Hunker district, more than one hundred claims are staked out. Altogether, there are in the new field more than five hundred claims.

Work is going on this spring very rapidly and the prospects found are rich indeed. Heretofore five cents dirt, that is, five cents to the pan, was considered good pay, and where there is a good bed of gravel averaging this amount it is good, as it will yeild about $50 per day to the man who works it. In Bonanza district, $50 dirt is not at all uncommon and over $200 have been found in a single pan. About forty claims above and several below Discovery on Bonanza, have washed over $1 to the pan, and a ocnsiderable number have washed from 25 cents up to $1 a pan. On Eldorado Creek, over twenty claims have over $1, several averaging $45, and one claim averaging $13 to the pan. This latter claim belongs to Clarence Berry. Adams, Bear, Hunker, Gold Bottom, Victoria and other creeks have shown good prospects, but little work has been done on them yet. It is expected, however, that some of them will be equally as rich as Bonanza and Eldorado.

In each gulch prospectors are at liberty to stake out claims not already taken, the size of the claims being determined by vote of all the miners in each gulch, according to the richness of the gravel. The usual length of a claim is about five hundred feet along the stream, and the total width of the gulch bed, which is ordinarily narrow. When a prospector has thus staked out his claim, it is recorded by one of the miners who is elected by his fellows in each gulch for that purpose, and this secures him sufficient title. The miners' laws are practically the entire government in these districts, for the remoteness prevents any systematic communication being carried on with the United States. All questions and disputes are settled by miners' meetings, and the question in dispute is put to popular vote.

In prospecting, the elementary method of panning is used to discover the presence of gold in gravel, but after a claim is taked and systematic work begun, long sluice boxes are built of boards, the miners being obliged to fell the trees themselves and saw out the lumber with whip saws, a very laborious kind of work. The depth of gravel in the bottom of the gulches varies from a foot up to twenty or thirty feet, and when it is deeper than he later figure it cannot be worked.

The upper part of the gravel is barren, and the pay-dirt lies directly upon the rock beneath, and is generally very thin. To get at this pay-dirt all the upper gravels must be shoveled off, and this preliminary work often requires an entire season, even in a very small claim. When the gravel is deeper than a certain amount—say ten feet—the task of removing it becomes formidable. In this case the pay-dirt can sometimes be got at in the winter season when the gravels are frozen hard by sinking shafts through those gravels and drifting along the pay-dirt.

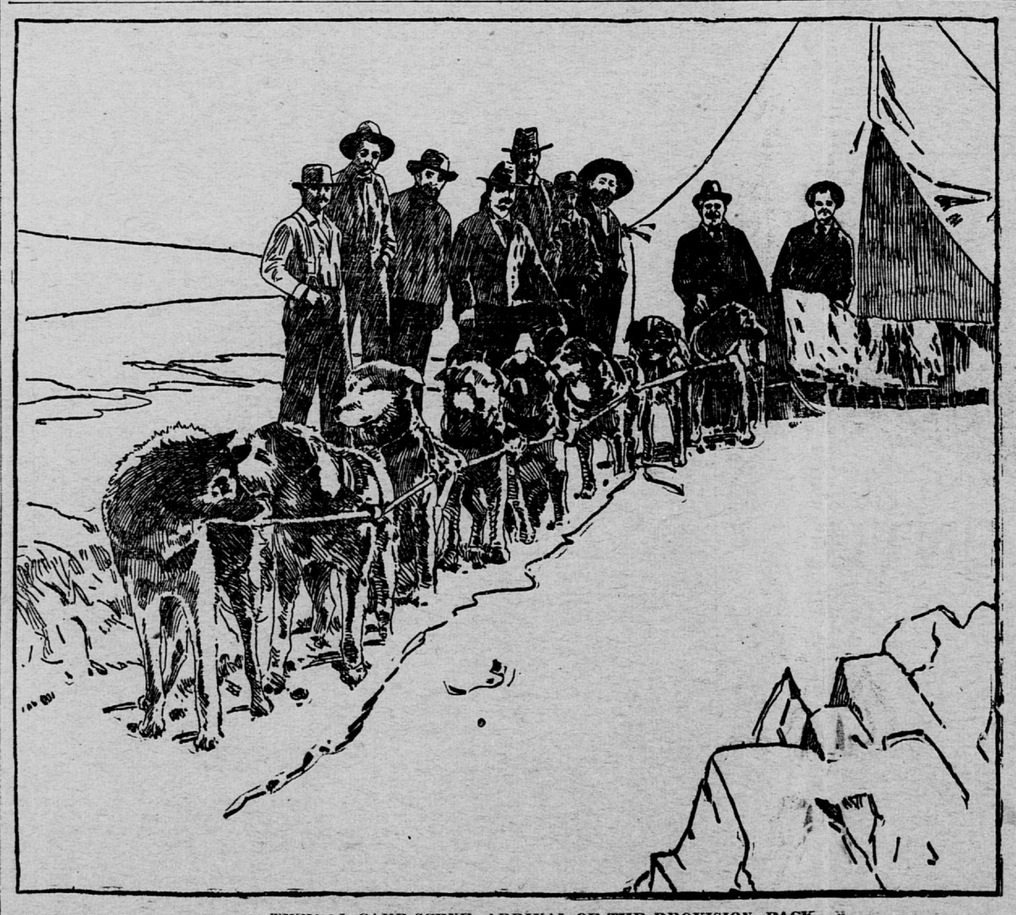
Owing to the difficulty in bringing in supplies, prices are very high at the river posts and much higher in the diggings. The freight alone from the coast to the diggings costs as high as fifty cents a pound, so that when one eats potatoes at a $1 a pound and bacon at 85 cents a pound, other things being in proportion, the cost of living is enormous, and even employment at $10 per day for sixty days out of the year will not enable a man to grow rich very rapidly. Owing to the high price of supplies, no claim that does not pay at least $10 a day to each man working can be worked except at a loss.

Romance has also entered into this dominion of Mammon and unrighteousness. It has come in the form of a pretty girl about whom nobody knows, and yet whom every one loves. She is by no means a daughter of the gods, and is neither divinely tall nor most divinely fair, but she is a sturdy beauty who works her own claim, and who, the gossips have it, is making money. Not only does she work her claim but on more than one occasion has defended it with revolvers. If there is anything that the miner admires, it is a plucky woman. If there is aught that he really loves, it is a pretty girl who seems not to be aware of his existence. Pleasant, bright, with a cheery word for all and a word of affection for none, this girl of the mines has almost set the diggings by the ears. No man has the slightest claim upon Annie Graves, as she calls herself, and if any man alleged that he did have, it would probably have a tendency to shorten his existence. Miss Annie is in many respects like unto the typical Westerner. About the medium height, she is of good figure and carries herself like a princess. Her face is neither oval nor round. As one of the red shirted gentry said, "She's pretty—that's all." There is scarcely a night but what in some one of the places where whisky and cards rule, there is not a quarrel over this young woman between men who have perhaps never spoken to her. She is the daughter of the diggings and there is no man there who would not fight for her at the drop of the hat.

As to her history, she is entirely reticent. No one knows from whence she came. The most that anybody can say is that she simply appeared here one morning and from that time the diggings' inhabitants have been her slaves. It might be thought a rather dangerous task for a pretty young woman to go about alone and apparently friendless, so far as close friends are concerned, but the man who would say an insulting word to Annie Graves had better turn his thoughts to the next world, for that is the direction in which he is sure to go.

So the diggings grow and prosper and if all goes well there will be no such things as hard times in our part of the world for many a long day. The richness of the Yukon gold fields has been proved beyond all question.

MISS ANNIE, BELLE OF THE MINING CAMP, WHO SHOT A CLAIM-JUMPING TENDERFOOT.



TYPICAL CAMP SCENE—ARRIVAL OF THE PROVISION PACK.

"S.K." Home Drink
Sparkling Kolafra for Domestic and Table use. Better than Lager Beer in warm weather.
Exhilarating, Refreshing and Non-Alcoholic. A dozen from your grocer.

CHLORIDE LAMP.

A New Electric Light for Bicycles and Miners.

A chloride electric light for the purposes of bicyclers has been recently put on the market, says the Philadelphia Record. The device has also been adapted to the uses of miners and policemen. In this type of light the necessity of a storage battery is dispensed with, the whole apparatus being contained in the lamp. Projecting from the floor of each cell are two terminals. At the top of the diaphragm and resting on an offset turned in the walls of the lamp is a rubber disc, above which is a false cover, which is pressed down tightly upon the disc when the outer cover is screwed down in place. The silver reflector, into the base of which is screwed a small incandescent bulb, is readily accessible for cleaning, the glass with its cap being pressed on and then locked by giving it a slight turn to the right. Accompanying each lamp are several sets of plate that have been charged with electricity; two plates and two zinc elements being placed in the lamp, in conjunction with a small amount of "electric salt," give a current sufficiently strong to light the lamp so as to throw a light forty to sixty feet.

The electricity in the plates will be exhausted only as the light is used. When the lamp is not in use the light can be extinguished by changing the location of a small switch. The capacity of the plates for about two hours' use in the evening is, for a good light, twelve to fourteen hours. When the light is burning continuously the plates have a capacity of about ten hours. When entirely exhausted the plates can be removed and new ones substituted, the old ones being reserved and sent back to the agent or manufacturer of the lamp and recharged.

Cheap Excursions on St. Paul & Duluth R. R.

The St. Paul & Duluth Railroad have placed on sale their cheap summer excursion tickets to Lindstrom, Taylor's Falls, Dalles of the St. Croix and Interstate Park.

Offices 396 Robert street and Union Depot.

The Proper Name.

Some dentists speak of the rooms in which they receive their patients as "parlors." But they ought to call them "drawing rooms."—Tit-Bits.

PRINCE GEORGE

Cleverly Helped an American Out of a Predicament.

When Prince George, of Greece, was in the United States to attend the world's fair, his presence was hardly noticed, and he was not compelled to run the gauntlet of Chicago interviewers, says the New York Sun. So it came that perhaps the prince's first experience with the American method of acquiring knowledge for dissemination was afforded bu an American artist who attended the Olympic games to illustrate an article for a New York magazine.

On the day of the swimming contests the artist was unable to find the boat which he, together with a party of friends, had chartered for the occasion, about three miles from the city, and the The races took place on the harbor, artist, armed with camera and sketching tools, wandered about on the crowded shores until he bargained successfully with two men for a boat, after paddling about for a time without seeing much chance of viewing the races he made up his mind to board one of the larger vessels with which the water was crowded. He chose for his piratical designs one of the largest and best appearing of all the gayly decked craft and made his wishes known to his boatmen. Although he did nat understand one word of Greek there was no misunderstanding the fact that they forcibly remonstrated, and the more he commanded the more emphatic became their expostulations. He finally overruled their objections and induced them to row within calling distance of the big vessel. The artist hailed a man on deck in French, telling him who he was and what he wanted. The stranger answered in very good English, and, after inviting the artist aboard, he brought a chair and arranged a place from which a good view of the start and finish could be had. Then he excused himself.

The American was very busy for a while, but it gradually occurred to him that the boat he was on was receiving a great deal of attention. After it began to move every other vessel saluted. When the races were finished and his host returned to the deck, the artist learned that he had been received by Prince George of Greece. He suffered a little consternation at the beginning, but the Prince did not appear to notice it and chatted cordially while he showed his guest about the vessel, finally posing before the camera. The artist was set ashore at his own request after a little trip about the bay ,in the course of which the missing boat was encountered, and he had the pleasure of nodding to his friends from the deck of the royal yacht.

CHRIST'S SENTENCE.

Exact Translation of Pontius Pilate's Verdict.

One of the most curious documents in existence—namely, the sentence which was passed upon Jesus Christ by Pontius Pilate—has just been brought to light by the Marquis de Trogoff-Chauvaux, says the New York Herald. The history of this document is interesting. It is reproduced from a brass plate which was discovered in the Villa d'Aquilla, in Naples, in 1720. The French commissioners of arts were making excavations in Naples in that year, and they found this plate in an antique vase of white marble. When they left Naples the plate was removed to the sacristy of the Chartreux monastery, near by, where it was inclosed in a box of ebony. There it has remained ever since, as the monks requested that it be left with them. Owing to their many loyal services, their request was granted.

A copy of the plate, however, was taken by the French commissioners of arts, and the words thereon, which are in Hebrew, were duly translated into French.

Another copy of the plate came into the possession of M. Denon, and when his curiosities were sold was bought by Lord Howard for 2,890 francs. The antique vase of white marble, in which the plate was originally kept, is now in the chapel of Caserta.

Here follows a translation of the words on the plate:

"Sentence rendered by Pontius Pilate, Governor Regent of Lower Galilee, to the effect that Jesus of Nazareth shall suffer the punishment of the cross.

"In the year 17 of the Empire of Tiberius Caesar, and the twenty-fifth day of the month of March, in the holy city of Jerusalem, Annas and Caiaphas being priests and sacrificers of the people of God, Pontius Pilate, governor of Lower Galilee, seated on the presidential seat of the Praetorium,

"Condemns Jesus of Nazareth to die on a cross between two thieves in consequence of the following weighty and notorious testimony on the part of the people:

"First—Jesus is a seducer.

"Second—He is seditious.

"Third—He is an enemy of the law.

"Fourth—He falsely calls himself the son of God.

"Fifth—He falsely calls himself the King of Israel.

"Sixth—He entered into the temple, followed by a multitude bearing palms in their hands.

"Pontius Pilate orders the first Centurion Guiriher Cornelius to lead him to the place of punishment;

"Warns all persons, whether poor or rich, not to prevent the death of Jesus.

"The witnesses who have signed the sentence against Jesus are:

"First—Daniel Tobani, a Pharisee.

"Second—Joannes Zorobabel.

"Third—Taphael Tobani.

"Fourth—Capet, a public man.

"Jesus will leave the city of Jerusalem by the Strunean gate."

The words of this sentence fill the entire plate, except a small portion on one side, and there appear these words:

"A similar plate has been sent to each tribe."

Evidently, then, there was at one time several copies of this sentence in existence, but what has become of them no one knows.

COSTLY JUNKET.

How Henry Villard Celebrated the Completion of Northern Pacific.

A Northwestern congressman, who was on the famous excursion which Henry Villard gave to witness the driving of the golden spike of the Northern Pacific road, recalled some of its interesting features yesterday, says the Washington Post.

"It was the greatest junketing trip in the history of the United States, bar none," said he. "Villard had completed the road, putting an enormous amount of money in it, and he decided that he could interest English and German capital in the enterprise by taking the capitalists themselves out over the road. So he made up his party, including a large number of distinguished Americans—Gen. Grant among them, I remember—and four trains of Pullman cars, each train hauled by two locomotive, and started for the Northwest. You never saw such entertainment as was lavished on the party. Champagne flowed like water, and no one was allowed to pay for anything—not even for a shave or a newspaper. The trip altogether must have cost $400,000, for there were 400 persons in the party, and $1,000 per head is a low estimate.

"Well, the tragic part of it was yet to come. The sword of Damocles was hanging over Villard's head all the time, and he did not know it. He had invited the English and German capitalists to go out over the road. They had never seen anything except railroads between cities closely situated, and they could not appreciate transcontinental lines. They could not understand how a road could pay that ran through long stretches of unsettled country, and while they were dining off Villard's terrapin and champagne they were wiring back to New York and London to sell the Northern Pacific stock. The stock, which was worth 78 or thereabout when we left the East, kept dropping until it was down to 50. Villard could not account for the decline. Finally he was telegraphed to hasten to New York to bolster up his property. Hiring a special engine he hurried East as fast as steam could carry him, leaving his guests to follow behind him, which they did, but marking every mile of the way with a drunken orgy. Champagne bottles were flung around the cars and out of the windows and costly cigars were trampled under foot, just for the fun of crunching them.

"The sequel to that famous trip always reminded me of Napoleon's trip to and from Moscow. He went out in glory and hurried home on a sledge to save his head and crown, while his army followed in a rout behind him. Villard traveling on a special engine to save himself from ruin was history repeating itself."

THROUGH A DREAM.

Relatives of a Dead Man Find His Buried Fortune.

A family named Marriott, living at Bertha, a few miles from here, received on the 15th of February last advice of Mrs. Marriott's father's death at Marietta, O., says the Portland Telegram. Five nights later Miss Elsie, the eldest daughter, dreamed that her deceased grandfather appeared before her and giving her a map of his place near Marietta instructed her where to dig and recover his buried cash. He admonished her to delve for it in person.

The following morning at the breakfast table the girl related her dream, and to the amazement of the others Mrs. Marriott stated she had had a similar dream the preceding night, with the exception that her father told her none but Miss Elsie must unearth his buried money.

There was a greater tangibility about these dreams than would appear on the surface. Just before the panicky times in 1893 Mrs. Marriott's father was known to have considerable money on deposit in the banks, but when the crash came he frequently said that he had not lost a dollar. However, he refrained from stating how he escaped the unlucky fate of many other depositors. Inquiry ilicited the fact that the old man had withdrawn his funds a month or two before the banking houses began to crumble.

The Marriotts were so influenced by those dreams that Miss Elsie returned to Ohio the middle of last month, and she and her brother, Harold, began an investigation. From time to time the Marriotts received letters from her, but none of them of a hopeful nature. Her parents were about to write to her to abandon the search for dreamland fortunes and return home, when on Sunday last intelligence reached them that her perseverance had been richly rewarded.

Miss Elsie wrote that the dream chart she accepted as a guide had proved incorrect; but, nevertheless, after she and Harold had plowed over 20 acres of ground the latter struck an old coal-oil can at a depth of about two feet. It contained the money and bonds her grandfather had taken out of the banks. In all they amounted to $17,000, of which $10,000 was in gold coin.

The rest of the Marriott family went back to their old home last Wednesday night.

The Crack Train of the World!

Is run daily from St. Paul at 8:10 p. m., to Chicago (through Milwaukee) via the Chicago, Milwaukee & St. Paul railway.

Every important device tending to increase the comfort and safety of passengers is used on this train.

It is made up of the very latest pattern of private compartment cars (usual berth rates), standard palace sleepers, luxurious buffet smoking car, dining car and day coaches.

It is vestibuled throughout and lighted by electricity. Each berth is fitted with the celebrated berth reading lamp—a delightful and exclusive convenience to patrons of "The Milwaukee."

Experienced travelers and famous men and women have pronounced this train unequaled.

The Chicago, Milwaukee & St. Paul is distinguished as the only road between the Twin Cities and Chicago completely equipped the entire distance with the "interlocking block signal system"—an absolutely perfect system for the safe handling of trains.

For rates and tickets apply to ticket agents, or write J. T. Conley, assistant general passenger agent, St. Paul, Minn.

LONGEST RAILROAD.

What It Cost to Build the Great Siberian Road.

The dimensions of the undertaking are enormous. From Tcheliabinsk, the western terminus, to Vladivostock, the present eastern terminus, the length is 4,741 1-3 miles; in other words, it is much the longest railroad in the world. It goes west from Tcheliabinsk, passing the southern edge of Russia's great Siberian dominion, through Ob and Krasnoyarsk to Irkutsk, then takes a sudden turn around the southern end of the great Lake Baikal, and follows the Amoor river along the northern boundary of Manchuria to Vladivostock. Until it reaches the Yenesei river the road passes over a steppe country that renders the engineering very simple; but beyond that, in the vast mountainous region above Tartary, the cost of construction has been heavy. When the three great railroad bridges are taken into account, Russia will pay at least $175,000,000 for the privilege of reaching the Pacific. But Russia has always wanted to reach the sea. She is practically an inland country, with the Baltic frozen up half the year, and the Arctic and White seas eternally blocked with Polar ice.

MOTHER OF GOLD.

Northwest Indians Believe There Are Sexes in the Metals.

"It'll not be long until we see another rush to a new gold field," said W. N. McBain, of Tacoma, Wash., at the Laclede hotel yesterday, says the St. Louis Globe-Democrat. "For a number of years the yellow nuggets have been found on the banks of the Columbia river at and below the confluence with the Pend d'Oreille. Few white men have worked on the washings, because the results were not profitable enough. Chinese have flocked in, however, and by the use of amalgamated plates have earned $1.50 a day on the average. Below the juncture of these two rivers these gold deposits are found for miles on the banks of the Columbia, but above the sand deposits are as free of valuable deposits as the sawdust floors of a sash and door factory. This circumstance has given rise to a belief among the Indians of Northwestern Canada and among many intelligent white settlers as well that rich deposits are somewhere to be found in the Pend d'Oreille country. The Indian version is that the 'mother of gold,' an indefinite expression which white believers also use, is somewhere in the Pend d'Oreille river. Old miners in this section speak mysteriously of sexes in the metals, and refer to the 'mother of gold' just as the farmer of a decade or two ago spoke of the mother of vinegar. 'There can't be the one without the other,' they say, and if blind faith is ever rewarded a new gold field is likely to soon be opened up."

SIGNS OF THE TIMES.

"By Gum! ef the women in ther city ain't so bold an' brazen thet er modest one hez ter hang out er sign tellin' erbout it."

REGISTER

Which Contains the Names of Styles in Collars.

Five or six years ago, after great minds had run in the same channel innumerable times, each time with the result that collars or cuffs of widely different design and make had the same or a very similar name, the manufacturers decided to employ a registrar of trade marks, says the New York Sun. At that time it was estimated that there had been 250,000 styles of collars and cuffs.

Each manufacturer gave to the registrar a list of the names used by his concern from the time of the factory's establishment. Most of the names were as "dead" as the articles which had borne them. When women's fashion plates decreed standing tab collars and cuffs the list of names swelled. All these new styles for women could not go unnamed, for confusion would surely result. The addition of women's collars and cuffs therefore caused an increase of nearly 100,000 in the number of styles.

The registrar's lists fill three bulky volumes and a fourth is nearly half full. Twenty years ago the names of race horses were popular. At the time of Maud S's great performance a collar of the standing kind, and of goodly height, which received the name of the turf queen, had an unprecedented sale. The names of actors were used up fast for men's styles. When the lubrcously high collar, which met with high favor during a short life, was in vogue the names of mountain peaks were rather pressed into service. The Shasta was one of the loftiest collars made, and its sale was phenomenal. One manufacturer brought the history of New England into use and his collars are called Paul Revere, Ethan Allen, John Alden, etc. For another big concern Cooper's novels provided Indian names until the source was exhausted. Now the firm not only makes collars, but makes names which sound like Indian names to fit them. The titles of operatic and dramatic productions are given to men's wear.

The names of actresses went to feminine apparel. When the names of actresses ran out as a result of the masculine trend of style for women's wear, the manufacturers evidently provided themselves with seedmen's catalogues, for all have appropriated the names of plants and flowers without stint. Celebrated writers find a place in the registrar's lists. Shakespeare lends a line of 50 or 60, all chosen by one manufacturer. Another manufacturer exhausted "Les Miserables," and then commenced on the names of the Saints, which still afford a fertile field. When the Defender was being constructed people all over the country suggested names for her. The long lists were published daily and proved a boon to collar manufacturers. The registrar soon found that the manufacturers were clashing, and it developed that all of them had appropriated the lists. The result was that nearly every name, good, bad or indifferent, proposed for the cup defender found its way upon a style of collar or of cuff. Ancient history has shown one manufacturer the way out of a troublesome job. His list commences with Herodotus and includes more than 100 others from the same source. The names of American cities formed the basis of one manufacturer's list. He has used up all the principal ones, and now has begun over again, corrupting them upon second use. Albany is distorted into Albani.

HIS REPORT.

Bramagin Was Not Only Brief, But Rythmical.

A railroad man told me the following incident, which he swore by the airbrake was true! Bramagin, the conductor of a freight train, was very careful to telegraph the superintendent about any accident or delays that overtook him when out on the road. The superintendent got tired of these kind of long-continued stories of misfortune, which were wearing out the telegraph wires, and he called Bramagin up on the carpet and told him to let up; no more four-page messages every time he pulled out a draft iron or stopped to pack a hot box. He was notified to make things short.

The next trip Bramagin got two box cars off the track. After he got them back on again and the train was coupled up to go, he went into the telegraph office to send his report. Just as he was about to start out on an elongated account of the accident the superintendent's orders flashed across his mind, and grabbing up the pen he wrote:

"Two cars off and on agin; gone agin. Bramagin.—Grafton (N. D.) Record.

JUST AT THIS SEASON.

Spring the Most Dangerous of the Year.

This is the most dangerous season of the year. It may be pleasant, may often seem attractive, but back of all the pleasant atmosphere there is danger! This danger comes in some form of sickness.

Almost any sickness starts with a cold or a chill caused by the sluggish action of the system. That is why so many people just now complain of tired feelings, pains in the muscles and bones, loss of appetite, spring fever and similar troubles.

The following is good advice from a prominent medical journal: "Pneumonia and other dangerous complaints, which result from a neglected cold, can always be avoided if a timely remedy is taken. When chilly sensations are felt they should be stopped immediately or serious consequences will follow. There is only one way known to the world of avoiding a cold or chills, and that is the use of a good, pure, strong stimuant. Nothing ordinary will do. It must be something sure in its action and scientifically prepared. For this reason nothing has ever equaled Duffy's Pure Malt Whiskey, which is acknowledged today by physicians and scientific men to be the only pure medicinal whiskey on the market."

Duffy's Pure Malt is always reliable and effective. People should not, however, permit any dealer to substitute something which is claimed to be "just as good," or "about the same thing."

FAST MAIL SLEEPING CAR SERVICE

Via "The Milwaukee."

Beginning Sunday, May 9th, and every day thereafter, the Chicago, Milwaukee & St. Paul Railway will run a palace sleeping car on the Government Fast Mail Train, leaving Minneapolis at 6:25 and St. Paul at 6:55 p. m. Passengers taking this car will reach Chicago at 8:10 o'clock the following morning, early enough to make all eastern and southern connections, as well as to give business people a full day in Chicago before departure of evening trains. For space in this car apply early at "THE MILWAUKEE" ticket office in St. Paul or Minneapolis.

THE OLD CAP'N

Would Allow No Reflection to Be Made on His Honesty.

Capt. Porter, the patriarchal freshwater sailorman who, for over a quarter of a century, has piloted the solitary ferry boat plying between Bristol and Burlington, is in open mutiny, says the Philadelphia Record. The case is peculiar. The little ferry, which is probably the oldest in the United States, having existed continuously for upward of 200 years, is now controlled by William E. Doron and Capt. Porter himself. Three-fourths of the stock is owned by Doron, who consequently has the controlling voice in the management. The pilot, besides enjoying the interest upon his bonds, draws a salary of $50 per month in return for his daily labors aboard the little boat, which bears the name of the principal owner, Mr. Doron. The latter on April 1 had a ticket office erected on either bank. That was all right, but when the ferry-slip was furnished with a cash register, which the passengers operate by stepping upon a little platform as they pass through the wicket, Capt. Porter prepared for mutiny. The old man resented what he considered an imputation upon his honesty. He lost his temper completely when his partner informed him that, instead of taking up cash fares on the boat, according to the time-honored custom, he would be expected to stand in the office to sell tickets and ring them up, "No, sirree!" he declared emphatically; "I won't do it, an' there's an end on it, b'gosh't'almighty." Doron couldn't prevail upon the old man to give in, although he explained that the change was made necessary by reason of a combination with the Langhorne trolley line, and that no reflection upon his honesty was intended. Capt. Porter wouldn't have it, and Doron himself now acts as ticket agent.

The St. Paul & Duluth R. R. Fishing Resorts.

The fishing season of 1897 at the lake resorts along the St. Paul & Duluth Railroad promises great results. Cheap excursion tickets as far north as Pine City and Moose Lake are now on sale.

Wealth of Churches.

The people of the United States have over $350,000,000 invested in church property.

DIED.

MEEHAN—On Sunday evening, May 23, at his home, 129 East Robie street, Thomas Meehan, aged forty-eight years. Funeral from St. Michael's church Tuesday morning, May 25, at 9 o'clock. Interment at Inver Grove.

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