

NO DIFFERENCE.

Physical troubles of a like nature coming from different causes are often a puzzle to those who suffer pain as to their treatment. There is no difference in the case of lumbago from a strain in some way to the same. The treatment of such need not differ with the other. Both are bad and should have prompt attention, and should be treated as a lame back. The use of St. Jacobs Oil will settle the question. Its efficacy is so sure in either case there is no difference in the treatment and no doubt of the cure.

Kangaroo tails for soup have been sent to London from Australia. A shipment of 2,500 weight was sold at the rate of \$3 a dozen tails. In Australia they are considered a great delicacy.

REPUTATIONS MADE IN A DAY

Time tries the worth of a medicine. Hostetter's Stomach Bitters is a forty-five years' growth, and like those of olden times that garnish the crevices of the rocks, it flourishes perennially, and its reputation has as firm a base as the rocks themselves. No medicine is more highly recommended as a remedy for liver and kidney ailments, constipation, liver and kidney disorders, nervousness and rheumatism.

The longest straight railroad line in America is on the Lake Shore railway, beginning at a point three miles west of Toledo, Ohio, and running 69 miles without a curve.

An old English "Manners Book" says: "A lady should dip only the tips of her fingers in the sauce bowl, and should not let food fall out of her mouth on the tablecloth."

AN OPEN LETTER TO MOTHERS.

We are asserting in the courts our right to the use of the word "CASTORIA," and "PITCHER'S CASTORIA," as our Trade Mark. Dr. Samuel Pitcher, of Hyannis, Massachusetts, the originator of "PITCHER'S CASTORIA," is the same that has borne and does now bear the signature of CHAS. H. FLETCHER on the wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of mothers of America for over thirty years. Look carefully at the wrapper and see that it is the same that you have always bought, and has the signature of CHAS. H. FLETCHER on the wrapper. No one has authority from me to use my name except The Centaur Company of which CHAS. H. FLETCHER is President.

Railways in Holland are so carefully managed, that the accidental deaths on them average only one a year for the entire country.

HOME PRODUCTS AND PURE FOOD.

All Eastern Syrup, so-called, usually very thick colored and of heavy body, is made from cane. "Ten Garden Drips" is made from pure cane and is strictly pure. It is for sale in first-class grocers, in cans only. Manufactured by the PACIFIC COAST SYRUP CO. All genuine "Ten Garden Drips" have the manufacturer's name lithographed on every can.

The legislature of Uruguay has conferred citizenship and the sum of \$10,000 on Dr. Sanarelli as a recognition of his discovery of the yellow fever microbe.

"King Solomon's Treasure," only Aphrodisiacal known. (See Dictionary.) \$5.00 a box, 3 year treatment. Mason Chemical Co., P. O. Box 2, Philadelphia, Pa.

An international congress has been arranged at Paris for the discussion of the means of preventing fires in theaters and other places of public resort.

We will forfeit \$1,000 if any of our published testimonials are proven to be not genuine. THE PISO CO., Warren, Pa.

Schilling's Best tea and baking powder.

In agreeable contrast to the familiar "to thoroughfare" sign is an inscription at Sabino, Me., which reads: "Private way; welcome."

It is no unusual thing for a vessel plying between Japan and London to carry 1,000,000 fans of all kinds as a single item of its cargo.

Stop! Women,

and consider that in addressing Mrs. Pinkham you are confiding your private life to a woman—a woman whose experience in treating woman's diseases is greater than that of any living physician, male or female.

You can talk freely to a woman when it is revolting to relate your private troubles to a man; besides, a man does not understand, simply because he is a man.

MRS. PINKHAM'S STANDING INVITATION.

Women suffering from any form of female weakness are invited to promptly communicate with Mrs. Pinkham, at Lynn, Mass. All letters are received, opened, read, and answered by women only. A woman can freely talk of her private illness to a woman. There has been established the eternal confidence between Mrs. Pinkham and the women of America which has never been broken. Out of the vast volume of experience which she has to draw from, it is more than possible that she will help your case. She asks nothing in return except your good will, and her advice has relieved thousands. Sincerely any woman, rich or poor, is very glad if she does not take advantage of the generous offer of assistance.

PISO'S CURE FOR CURS WHERE ALL ELSE FAILS. Cures Cough Syrup, Taste Good. Use in time. Sold by druggists.

THE YUKON RUSH

HOW THE THOUSANDS WILL REACH ALASKA.

There Are Many Routes Spoken of, But as Yet Only Two Are Advisable for the Gold Seeker to Attempt—Some of the Difficulties to Be Overcome.

[Special Correspondence.]

How many will go to the Klondike next year, how will they be transported, are questions now being asked by transportation companies and the thousands interested in one way or another in the great movement about to take place. Even the man going thither to seek his fortune is vitally interested in these matters. If there is too big a crowd he may not be able to secure a passage, or to get a proper outfit, or be successful in transporting it into the interior. He would better not trust too much to luck nor depend too much upon being able to travel in the regular way. Certainly, so far as the regular steamers are concerned, their berths will all be engaged weeks in advance, and the man who neglects to secure passage early may have to wait a long time for his turn to come around. Even on the overland trains there is promise of inconvenience, if not delay. So great a rush, all in one direction, will tax the rolling stock of the railroads to its utmost, since cars will have to go back empty.

The lowest estimate of the number of people who will start for Alaska next spring is 50,000, while some who have given the subject much attention place the figure as high as 200,000. At an average of 300 to each vessel, it would require 170 steamers to convey the minimum number, while 680 would be necessary to accommodate the maximum. To send 170 steamers in the months of February, March and April would make it necessary for two to sail each day. There is now advertised not one-quater the steamers necessary. The others will no doubt be provided, for there are numerous transportation projects on foot, but nothing definite about them can yet be said. This is sufficient to show that the man who intends to join the first great rush by the way of the passes and lakes would do well to make sure of his passage to Dyea or Skagway. As to the route by the way of St. Michaels and the river, that will not be open till June, and extensive transportation projects now under way will be sufficiently developed long before that time to make it well to postpone any estimates until later.

There are but two well-known and undeniably practical routes to the Yukon mines. One is by the mountain passes from Dyea and Skagway to the lakes and thence by boat down the lakes and rivers, and the other is by ocean steamer to St. Michaels and thence up the river by light draft steamer. All other routes are yet to be proved, and all who try them must expect to meet with the tribulations and uncertainties that lay in the path of the pioneer. Undoubtedly the great majority of Yukoners will try the passes, since the mines can be reached in this way two or three months earlier than by steamer, and, of these the greater number will go over the regular Yukon trail by the way of Chilkoot pass, the next greater number going from Skagway over the White pass.

It is well thoroughly to understand this route and its variation as to the two passes. Linn canal, about 100 miles north of Juneau, penetrates a number of miles northerly into the coast mountains, the very head of it being divided into two arms by a rocky promontory. Into the easterly arm flows Skagway river and into the westerly arm the Dyea river. Both are rapid, ice-cold mountain streams, navigable for canoes only for several miles. At the head of these arms are located the new towns of Skagway and Dyea. From these points it is necessary to cross the high mountain divide to Lakes Lindermann and Bennett, where boats are constructed for the journey down the river. Until the past season the Yukoners have used the Chilkoot pass, from Dyea, exclusively, the Chilkoot Indians packing all the supplies at the usual rate of 15 cents a pound. The route is 27 miles long, and the summit of the pass is 3,200 feet high. The Indians have always refused to pack by any other route, declaring this to be the best one. Last summer, owing to the great rush and the eagerness of all to get over at any cost, the Indians raised their price for packing, until often as high as a dollar a pound was paid them. This, and the crowded condition of the trail, led many to try the Skagway trail, which, though 41 miles long, was asserted to be better, because the summit of the pass was some 500 feet lower. It was found, however, that the trail was not so good, that the river had to be crossed several times, and that, though the pass was somewhat lower, the trail led up and down hill so much that the actual climbing done was greater than by the Chilkoot pass, where the ascent was gradual to the foot of the summit divide, when one very steep climb was necessary. The practical result was that a very much larger percentage of those who tried the Chilkoot pass succeeded in reaching the lakes, than of those who attempted the Skagway route. Nevertheless, improvements are now being made on both trails, and both will be extensively used in the spring,

it being much easier to go in over the snow, when the rocks and mud which made the trails so difficult last fall are covered up.

There are projected improvements for both of those trails, in the nature of railroads and tramways, but as yet only Chilkoot pass shows anything tangible. A combined railroad and tramway is under construction and is promised to be completed by the first of February, for the taking of freight from Dyea through to Lake Lindermann. The probabilities are that this convenience will be provided by that time, or shortly thereafter. The company operating it purposes to contract to carry freight from Dyea to the lake at a price much below what it would cost to pack it over, and to handle it so promptly that by the time the owner can walk over the trail his freight will get through. With this tramway in operation, and nothing similar on the Skagway trail, the Chilkoot pass would get all the travel. There are, however, still other tramways and railroad projects on both trails, but when they will be ready for use is uncertain. At the present time it would seem as though this Chilkoot tramway will be the only thing ready early enough to accommodate the first rush in February and March. Until that time, there is apparently little choice between the trails for winter travel, and those who go in before February may take either. For those who go in over the snow a Yukon sled is necessary. This is a strong skeleton sled and may be purchased at any regular outfitting point. Many take dogs to help draw sleds, but all can do this. If it is done, special provision must be made for food for the animals.

After the lakes have been reached, the remainder of the route is the same for both passes, consisting of about 550 miles of lake and river navigation to Dawson City, at the mouth of the Klondike. It is 50 miles further to Forty-Mile, and Circle City is 300 miles down the river from Dawson. The new town of Rampart City is still about 500 miles further down the Yukon, at the mouth of Munook creek, not far above the point where the Tannanah flows into the great river.

This entire lake and river journey is made in strong boats, usually built out of timber whipsawed by the Yukoners on the banks of Lakes Lindermann or Bennett. There is a small saw mill there, but it is unable to cut enough timber to fill the demand. Doubtless other mills will be taken in as soon as the tramway is completed, but miners should not rely upon this, but should take an outfit of tools and material for building a boat, as well as oars and rowlocks. Efforts to take in boats over the pass last fall were unsuccessful, even in sections. Though it might be easier to do so over the snow, it is doubtful if it would not consume as much extra time and labor as the building of a boat would require. When the tramway is at work, specially constructed boats could no doubt be taken in to advantage, and valuable time be saved.

The route leads through Lake Lindermann, 6 miles, a portage to Lake Bennett, 1 mile; down the lake, 24 miles; through Cariboo crossing to Lake Tagish, 2 miles; down the lake 19 miles; by river to Lake Marsh, 6 miles; across the lake passing Windy Arm, 19 miles. Those who go in the winter and early spring can proceed to this point by drawing their boats on sleds, but there they must wait for the ice to break up before proceeding down the river in their boats, unless they intend to go through light, dragging a sled over the snow and ice. Twenty-five miles below Lake Marsh is the dreaded Miles canyon, and just below this place are White Horse rapids. Both of these places may be safely run in the boat if the utmost care is exercised. Many boats have been wrecked here and their contents lost, while several unfortunate men have been drowned. No one should attempt these difficult passages without first having carefully studied the situation. Thirty miles further down the river is Lake Le Barge, 30 miles long. Five Finger rapids are 163 miles below this lake, and Rink rapids are 3 miles further. These are the last of the specially dangerous places, though care must be exercised during the entire journey.

As to other routes from the coast, there are but three that have any prominence, and none of them is as yet sufficiently known to make it advisable for the ordinary gold seeker to attempt them. One of them is the Dalton trail, leading northerly over the mountains just west of the Chilkoot pass, and paralleling the lake and river route for about 300 miles, finally striking the Yukon below the most dangerous rapids. It is claimed that this is the best route for a railroad, but it is yet to be shown how practicable it is for general use. The government will probably attempt to send in a relief expedition by this route early in the spring.

The Taku and the Stickeen routes, one starting from Taku inlet, near Juneau, and the other from the Stickeen river, near Wrangell, converge at Lake Teslin. Small river steamers can navigate this lake and pass down the Hootalinqua river to the Yukon below the rapids, and thus to Dawson and beyond. It is claimed that such steamers will be built on the lake in the spring, and that trails will be opened up to the lake and pack trains put on, to be followed soon by railroads; but

until this is actually done the gold seeker would do well not to intrust himself to the uncertainties of those routes.

Undoubtedly the most comfortable and easy way to reach the Yukon mines is by steamer from one of the Pacific coast ports to the mouth of the Yukon, at St. Michaels, and thence by light river steamers up the stream, the distance up the river being 1,422 miles to Circle City, and 1,772 to Dawson City. The trouble with this route is that the river is navigable only three months in the year, and then only by small river steamers, because of frequent bars. The ice breaks up about the 20th of June and forms again about the same time in September. There are now several steamers on the river belonging to the Alaska Commercial Company and the North American Transportation and Trading Company, both of which have trading posts on the river, with headquarters at St. Michaels. Both companies are building several new vessels for next year's traffic.

The outlook for this route next summer is that the number of steamers on the river will be utterly inadequate to accommodate the persons who will be landed by thousands at St. Michaels by steamers and sailing vessels, though there are numerous projects on foot for building steamers on the river in the spring or towing them thither. As every vessel on the river will probably run in connection with some regular ocean line, and as the probabilities are that the ocean liners will carry more passengers and freight than the river steamers can handle, it would seem as though the only persons who will stand any show of getting through to Dawson by this route will be those who purchase through passage from the starting point to their destination for themselves and supplies. Those who pay passage only to St. Michaels, or who reach that point by independent steamers or vessels, will probably be unable to proceed any further. Notwithstanding this promise to be the condition of affairs next summer, there will doubtless thousands of men take passage in all kinds of craft for St. Michaels, without providing means for getting beyond that point. Much disappointment is in store for many on this score. Yet it may not be an unmixed evil, as it may lead to an invasion of the region of the lower Yukon and the country around Kotzebue sound, where rich placers are said to exist, and the opening up of entirely new gold fields.

To sum up all that has been said briefly, is to say that from 50,000 to 200,000 persons will rush to the Yukon next year; that the only two routes the majority of them should attempt are the one by Dyea and Skagway and the lakes, and the ocean and river route, and that no one should attempt either without first making careful provision for the entire journey to his destination.

\$200000

If you use too much of Schilling's Best baking powder it don't spoil the cake.

But why not make your money go as far as it will by using just enough of Schilling's Best baking powder—one-third less than of the brand you are used to?

A Schilling & Company San Francisco

Russia has the most rapidly increasing population of any country in the world. The growth during the last 100 years has been a fraction less than 1,000,000 annually.

Among the numerous superstitions of the Cossacks there is none stronger than the belief that they will enter heaven in a better state if they are personally clean at the time they are killed.

The kanoon is the favorite instrument among the ladies in Turkey. Its shape resembles that of a harp laid flat. It has 72 strings, in sets of three, and is played with small plectrum.

A Dutchman of Weert has found a way of spinning thread from peat, which is woven into clothing. The fabrics thus made are comparatively cheap and intended for ordinary use.

The psalter of Spain is supposed to have been introduced into that country by the Moors. It is still in common use among the peasants.

The ur-heen, or Chinese violin, in shape resembles an ordinary hammer with handle. It has two strings and is played with a bow.

DEAFNESS CANNOT BE CURED

By local applications as they cannot reach the diseased portion of the ear. There is only one way to cure deafness, and that is by constitutional remedies. Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, deafness is the result, and unless the inflammation can be taken out and this tube restored to its normal condition, hearing will be destroyed forever; nine cases out of ten are caused by Catarrh, which is nothing but an inflamed condition of the mucous surfaces.

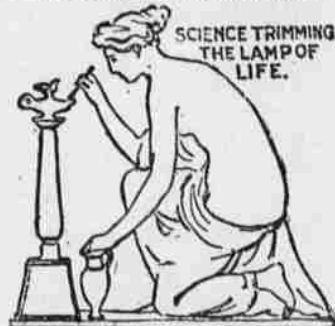
We will give One Hundred Dollars for any case of deafness, (caused by catarrh) that cannot be cured by Hall's Catarrh Cure. Send for circulars; free. F. J. CHENEY & CO., Toledo, O. Sold by druggists, 76c. Hall's Family Pills are the best.

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In all the world today—in all the history of the world—no doctor nor institution has created and restored so many men as has the famed ERIE MEDICAL COMPANY, of Buffalo, N. Y.



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This is due to the fact that the company controls some inventions and discoveries which have no equal in the whole realm of medical science.

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Not a dollar need be paid until results are known to and acknowledged by the patient.

The Erie Medical company's Appliance and Remedies have been talked of and written about till every man has heard of them.

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They possess marvelous power to vitalize, develop, restore and sustain.

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They stop drains that sap the energy.

They cure all effects of evil habits, excesses, overwork.

They give full strength, development and tone to every portion and organ of the body.

Failure impossible, age no barrier.

This "Trial Without Expense" offer is limited to a short time, and application must be made at once.

No C. O. D. scheme, no deception; no exposure—a clean business proposition by a company of high financial and professional standing.

Write to the ERIE MEDICAL COMPANY, Buffalo, N. Y., and refer to their offer in this paper.

A New Hartford, Conn., man one day set over 1,000 tobacco plants, and the next morning found that the cut-worms had destroyed every plant but one over night.

Nine hundred and fifty telegraph sub-marine cables are now in operation, most of them in Europe; their total length is over 89,000 miles.

I Cure Varicocle.



No operation! No clamps or compressors! No detention from work. No possible danger. No lotion or medicine. Simply galvanic electricity.

It is nature's remedy, my Electric Body Battery, in form of a belt, is put on when you go to bed, and the mild, exhilarating, continuous current sent through the congested veins during the night speedily dissolves the trouble and cures in a few weeks. My pamphlet, "Three Classes of Men," has an illustrated treatise on this complaint, and every such sufferer should read it. Sent free on application. Address:

SANDEN ELECTRIC BELT CO. 253 West Washington St., Portland, Or. Please mention this Paper.

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Dentists Get your supplies of us at our rates. Large stock and low prices. Goods guaranteed. Woodward-Clarke & Co., Dental Depot, Portland.

CHILDREN TEETHING. Mrs. Woodward's Teething Syrup is the best for children teething. It soothes the child, softens the gums, always kills pain, cures wind colic, and is the best remedy for diarrhoea. Twenty-five cents a bottle. It is the best of all.

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