

THE KINA MINE.

According to invitation from Mr. A. E. Hardy, superintendent of the Kina mine, Mr. and Mrs. Hardy and myself, after a beautiful sunny day, recently, after which we were to go and inspect the mine.

I had gone prepared for the trip with short skirts, overshoes and cap, but after luncheon the gentlemen excused themselves, and went to don their regalia. They soon appeared in their overalls, rubberboots, shooting jackets, and caps, and after getting a supply of candles at the store, we started on our journey. We walked over a narrow and rather disagreeable path for half a mile when the entrance to the tunnel was reached. Here we found the mule train waiting for us. Perhaps all my readers do not know what a mule train is. There are from four to 8 or 10 cars, about 24 feet in size drawn out and in the tunnel by a patient mule. We were each assigned to a car and in we climbed. The cars are of course lined with dry and dusty earth, so coming out they are laden with the muddy ore and soil. Between this and the drippings of the candles carried by the others, my dress soon became well fitted with mud.

After getting comfortably seated, resembling I judge, the gradies in the circus, the driver takes his seat in the front car, and we are off. We go some thirty feet when we enter the tunnel. Fear is not until now dawned upon my mind, but as we enter the intensely black space where the feeble candle light casts weird shadows upon the diurnal walls and roof, and the bounding, clanging and clashing of the metal cars against each other and the rock sides of the tunnel, for the sound, leaving no escape, echoes and reverberates like a thousand demons," as the novelists say, I began to wish I was once again in the bright sunlight. The others, however, are laughing and talking, and gradually, I become more at ease.

After being cautioned several times about putting my hands on the side of the car where they are apt to be crushed, I get up courage to look around. In places where there is more earth than rock and especially where it shows signs of weakness the walls are supported with heavy timbers, upon which has appeared in soft white bunches, a fungus growth closely resembling "swandown." The dripping water, as it oozes through and stands out in large drops looks in the rays of the candle, like diamonds studding the somber walls.

Mr. Hardy informs us that this tunnel is 5000 feet or nearly one mile long, but after we go some 1000 feet the train is obliged to wait on the switch for the other mule train which is coming out and is now due. We wait for some time and finally the conversation lags, and presently I peer up over the side of my car to find the occupants of the car in front and the one following me asleep, the result of the hand benefit given the night before. The driver had gone ahead to ascertain the delay of the train, which was found to be a cave-in, but soon returned, and if the gentlemen were not awake before, the jerk that the mule gave in starting could not have failed to arouse them. We journeyed on for about 1000 feet of the tunnel where we alighted and were invited to climb a ladder some ten feet in height to the entrance of a winze, which by the way, is a passage from one stopper tunnel to another, but should it open at the surface it would be called a shaft. This winze is divided into two parts: the former is separated from the latter and is heavily holed in.

There is also a timber shoot beside the man-way, consisting of a kind of trough where the timbers are taken up by means of a hoisting machine at the top. This man-way is about four feet high, 200 feet in length and blocks but very little from the perpendicular. We cannot stand erect, but must climb with one hand on the rungs above us and the other on the pipe that carries compressed air to the mines above, until we feel too tired to go another step. Then a rest is taken and we are told that it is more the lack of oxygen in the air that makes us so tired than the result of actual exertion.

While we are here, a sound like falling gravel reaches our ears and I know they are going to dump ore from the stopper above through the shoot within a few inches of us and I prepare for a deafening crash. A few taps on the pipe and an "all right sir," from above, however keep the load at the top until we reach there to see it. After inspecting several short tunnels, cross cuts, and drifts we came to the miners at work. Here they are drilling, digging, shoveling and wheeling the ore.

That some of the miners "don't believe in dress," I am fully convinced. Miners are not the only employees in mines, the timber carpenters playing as important a part as the miner. Some of the stoppers or covers made in the search for ore are 20 or more feet high and heavily timbered, several appearing to be a solid mass of these heavy timbers, and it would seem the carpenter has the largest share of the work to perform in the mine.

Our guide gets us some very fine specimens of the ore, which, in its natural state, often looks very pretty especially if there is some quartz in the piece, the quicksilver itself being of a beautiful red tint. The laborers seem to have great esteem for the

superintendent, and deferentially stand aside for us to pass should they be in our way. Over in a corner by himself is a Chinaman diligently drilling a hole in the rock, preparatory to blasting. I am much surprised to learn that it is the custom to blast in these stopes, 800 feet below the surface of the mountain, and all sorts of horrible accidents drift before my mind. I venture to suggest the possible danger, and get laughed at for my pains.

We are told that the Chinamen are more insensible to unseen danger than the white laborers, but should a calamity be visible, the former is by far the greater coward. The temperate air makes these stopes very warm and the perspiration rolls down the faces of the miners and the visiting gentlemen, while I give my jersey up a desperate pull in the hope of covering up my "curls" lest the heat play havoc with them. From here we climb up several other ladders of various lengths. One short winze was exceedingly narrow, and although none of us were stout, we found it not an easy matter to squeeze through, in fact the last in the party had some difficulty but managed it. I am told no other of the gentler sex had gone through here.

Soon we reach another tunnel and find another mule train but the driver is not in sight. Nothing daunted, however, Mr. Hardy walks up to his mulebin intending to back the car up and hitch him at the other end so that we may ride out. But the spunky little mule has a mind of his own and objects, and although he is standing at the junction of three tunnels, there was hardly room enough for us three people and the mule. After a great deal of talking and coaxing he is turned around and Mr. Dash and I crowd into the little car (there being only one) and the superintendent walks on ahead.

This tunnel is exceedingly damp, indeed in some places the water pours down in streams as large as your wrist, and just as sure as the car passes under one of these, that spiteful mule walks as slowly as possible. These mules recognize no authority but their regular driver, and this one followed his own sweet will the whole distance. It is very difficult to train these animals to this work. They must first be hitched behind one accustomed to the necessary habits for in no other way will they enter the dark tunnels.

Presently we see a large, white, glaring light in the distance resembling a bright piece of tin with the sun shining upon it. We soon ascertain, however, that it is nothing but the sunlight we see, the intense brightness being the effect of the light on the eyes after being in the darkness for nearly two hours. After reaching the outside and climbing down the ladder from the car, we go to the machine shop and see several large drills, which were operated by compressed air when in use. Here too, is the air compressed and is explained to us, it is a very simple process. This air is carried into the mine through pipes where it is put to various uses, not the least being its life giving qualities to the laborers. Next come the bins where the ore is screened that is, the low and high grade ore are separated and sent to different furnaces to be crushed, melted and refined and put into flasks.

The trip was of great interest to me, and cannot fail to be enjoyable to any one concerned in the progress and enterprise of our country. After thanking Mr. Hardy for his kindness to us, we took our leave, hoping some day to be again enabled to visit this interesting section of the country. Item, in St. Helena Star.

The past two or three weeks the papers from Southern Oregon and down the Willamette valley have contained accounts of a band of strange people, in some instances described as gypsies, traveling northward. They are described as dirty, filthy, ragged and utterly despicable. It turns out to be a party of summer tourists from Mexico, that country blessed by free coinage of silver, concerning the marvelous prosperity of which we heard so much in the last campaign. Very likely they have been sent by the porpoise managers in advance of Mr. Bryan's visit to the Pacific coast, an object lesson in sixteen to one civilization to prepare the way for the great and windy apostle. Whether so or not, the object lesson has been had. They have not been very enthusiastically received as a general thing. The people of the towns have not rushed out to meet them and welcomed them with open arms nor invited them to camp upon the dog-fennel lawns in the suburbs. The order every where has been to move on.—Reporter.

The project of shortening the route for Canadian product to Liverpool by establishing a water route from Hudson Bay, is again being agitated in the dominion. In fact an expedition is said to be under way to ascertain if the presence of ice in Davis strait will impede the passage of ships, and on the report of that expedition will depend the construction of a railway to connect with the present system of Canadian and United States railways. The accomplishment of the scheme opens up the way for many modifications of existing conditions.

Canada's tariff discrimination against the United States—but that is all right. We are told, though, that if our tariff discrimination in favor of our ships, retaliation and all sorts of troubles will follow. And so Canada is able to do what we dare not do.

Farmer Want Cheap Money.
The advocates of free coinage in the west and south "don't take any stock" in Bryan's occasional assertion that he "contends" that the adoption of this policy would put up the price of silver to \$1.50. Indeed they would lose all interest in the agitation if they supposed that the silver dollar under free coinage was to be worth as much as the gold dollar is now. The real sentiments of those people are clearly expressed by James Kitchen, an extensive farmer and stockman of Grayson, Ky., who, when asked the other day why he was for free silver, made this reply:

"I am for free silver because I am in debt, and if we get free coinage I can pay my debts with one-half of what it now costs under present money standard. And another reason, I employ laborers on my farm. They are the creditors. I am the debtor. Under free coinage I can pay them with one-half of what I now pay for it with the price of products, and I can then hire my farm help for 40 cents a day and pay them in labor at 10 cents a pound."

It must become more and more plain, as the campaign proceeds, that this is the motive and must be the result of the free coinage agitation. The question at issue will thus finally resolve itself into the larger question, whether the American people still believe that honesty is the best policy.

The Pensioner's Dollar.
"You say you want a little about the old soldiers. Well, my friends, the crisis which is approaching now, the crisis before the country more, appeals to the old soldier as much as it did in 1861. I am not afraid that the man who risked his life in his nation's behalf is going to be influenced by the arguments that are addressed to the soldier now by the financiers," etc.—Mr. Bryan at Milwaukee, Sept. 3.

Not one word in answer to the question whether the purchasing power of the monthly pension payments to 570,000 pensioners would be reduced by the free coinage of 16 to 1 silver dollars. Not a word as to the effect upon pension payments hereafter of the "extinction" of the "200 cent dollar" because it is worth too much and buys too much.

We do not assume that veteran soldiers are thinking of nothing but pensions, but they should compel Mr. Bryan to say frankly what would be the effect of free coinage upon the pensioner's dollar.

Make him answer the question one way or the other.—Exchange.

An Object Lesson In Silver.
There are two Mexican dollars. There is more silver in each of them than in the American dollar. I bought both of them for that. What is the reason? The sole reason is that our dollar is a limited coinage, backed by gold. There is another coin. That is a French 5 franc piece. I paid 95 cents for that. It carries a little less silver than the American silver dollar. France and the United States are both gold standard countries. They keep in circulation a thousand millions of silver, and Mexico and China and Japan have not got one dollar of gold in circulation. The gold standard country can keep silver in circulation. The silver standard country can keep no gold. That is the example of every nation today. Gold and silver both circulate in the gold standard countries.—From a Speech by Senator Lodge.

FREE SILVER AND THE PRICE OF COTTON.

Populist Statistics Which Prove Sound Money Statements.
The Arena, a Populist magazine, publishes a series of pictures intended to show the great decrease in the purchasing power of a bale of cotton, owing to the alleged "demonetization" of silver. The money value of the first bale is given as \$416.90 in 1865. The next in the same series is for 1870, when the money value had shrunk to \$119.90. Other pictures give the varying values down to 1894, the conclusion from the whole being that the lack of free silver has caused the fall in the price of cotton.

How false this argument is can be seen by looking at the figures quoted. Between 1865 and 1870 the price of cotton fell from 38.35 cents per pound to 29.95 cents. By 1873, the year of the "retreat" the price had gone down to 18.80 cents. In other words, the money value of a bale of cotton shrank from \$416.90 in 1865 to \$94, a difference of \$322.90, while the country had free coinage of silver at 16 to 1. Since that time the fall in price has been much less, having been only from \$94 in 1873 to \$39 in 1894 at the present quotations of 7.80 cents per pound.

The history of cotton prices shows, therefore, that under free silver the price of a bale of cotton declined \$322.90, while the money value of a bale of cotton in 1894 was \$39.

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The advocates of free silver may attempt to answer this exposure of their low price for cotton argument by showing that there was a great increase in the cotton crop between 1865 and 1873. This is true, but there has also been a far greater quantity of cotton produced every year since 1873 than ever before, the crop for 1892 reaching 9,035,379 bales as compared with 3,500,508 bales in 1873, the largest crop during the period from 1865 to 1873, so that if increased production caused the great decline in price in one case it is surely fair to credit it, and not the stoppage of free silver coinage, with the lower prices of the past 25 years.

An Eastern exchange says "the indications are that the control of Greater New York is going to be a circus, with the Tammany tiger a leading performer." Disenched blood, constipation, and kidney, liver and bowel troubles are cured by Karl's Clover Root Tea. For sale by the Delta Drug Store.

"For three years we have never been without Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house," says A. H. Patter, with E. C. Atkins & Co., Indianapolis, Ind., "and my wife would as soon think of being without flour as a bottle of this Remedy in the summer season. We have used it with all three of our children and it never failed to cure—not simply stop pain, but cure absolutely. It is all right, and anyone who tries it will find it so." For sale by the Delta Drug Store.

Mr. Isaac Horner, proprietor of the Burton House, Burton, W. Va., and one of the most widely known men in the state was cured of rheumatism after three years of suffering. He says: "I have not sufficient command of language to convey any idea of what I suffered, my physicians told me that nothing could be done for me and my friends were fully convinced that nothing but death would relieve me of my suffering. In June, 1891, Mr. Evans, then salesman for the Wheeling Drug Co., recommended Chamberlain's Pain Balm. At this time my foot and hand were swollen to more than double their normal size and it seemed to me my leg would burst, but soon after I began using the Pain Balm the swelling began to decrease, the pain to leave, and now I consider that I am entirely cured. For sale by the Delta Drug Store."

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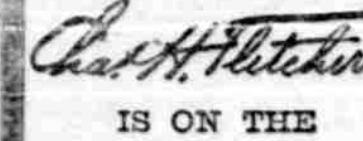
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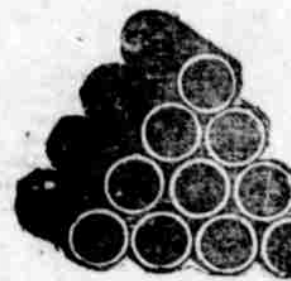
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