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VOL. IX.

NEWBERG, YAMHILL COUNTY, OREGON, FRIDAY, OCTOBER 8, 1897.

NO. 46.

Advertising Bills Collected Monthly

CHURCH NOTICES.

CHRISTIAN CHURCH—SERVICES EVERY Sunday at 11 a. m. and 8 p. m. and Thursday at 2 p. m. Sabbath school every Sunday at 10 a. m. Monthly meeting at 8 p. m. the first Tuesday in each month. Quarterly meeting the second Saturday and Sunday in February, May, August and November. Woman's Foreign Mission Society meets third Saturday in each month at 3 p. m. ALFRED T. WARE, Pastor.

BAPTIST CHURCH—SERVICES, SUNDAY 11 a. m. and 7:30 p. m. Sunday school every Sunday at 10 a. m. Prayer meeting Wednesday evening at 7:30 p. m. REV. G. F. JERRARD, Pastor.

METHODIST—PRAYER MEETING every Thursday at 7:30 p. m. Sabbath school every Sunday at 10 a. m. M. E. CHURCH—SERVICES SECOND, THIRD, fourth and fifth Sundays of each month at 11 a. m. and 7:30 p. m. Sunday school every Sunday at 10 a. m. At M. E. church, Fairview, first and fifth Sunday of each month. R. ATKINS, Pastor.

CHRISTIAN CHURCH—SERVICES EVERY second and fourth Sunday at 10 a. m. and 7:30 p. m.

METHODIST—PRAYER MEETING every Thursday at 7:30 p. m. Sabbath school every Sunday at 10 a. m. M. E. CHURCH—SERVICES SECOND, THIRD, fourth and fifth Sundays of each month at 11 a. m. and 7:30 p. m. Sunday school every Sunday at 10 a. m. At M. E. church, Fairview, first and fifth Sunday of each month. R. ATKINS, Pastor.

W. OF THE WORLD—NEWBERG CAMP, NO. 115, meets every Monday evening.

W. C. T. U.—BUSINESS MEETING the second and fourth Wednesday in each month.

O. O. F.—SESSIONS HELD ON THURSDAY evenings in Bank of Newburg building.

K. L. OF S.—NEWBERG COUNCIL, NO. 108, meets every Friday evening in Masonic hall.

A. F. AND A. M.—MEETS EVERY SATURDAY evening at 7:30 p. m. in I. O. O. F. Hall.

A. O. U. W.—MEETS EVERY SATURDAY evening at 7:30 p. m. in I. O. O. F. Hall.

EAST AND SOUTH

—VIA— The Shasta Route

—OF THE— SOUTHERN PACIFIC CO.

Trains leave and are due to arrive at Portland:

Table with columns: LEAVE, ARRIVE. Rows: Overland Express, Salem, Eugene, Roseburg, Grants Pass, Medford, Astoria, Seaside, Cannon Beach, Clifton, Astoria, Seaside, Cannon Beach, Clifton, Astoria, Seaside, Cannon Beach, Clifton.

All above trains arrive and depart from Grand Central station, Fifth and Irving streets.

Dining Cars on Ogden Route.

Direct connection at San Francisco with Occidental and Oriental and Pacific Mail steamship lines for Japan and China. Sailing dates on application.

Rates and tickets to Eastern points and Europe. Also Japan, China, Honolulu and Australia, can be obtained from J. B. KIRKLAND, Ticket Agent, 124 Third Street, Portland, Or.

YAMHILL DIVISION. Passenger depot west of Jefferson street.

Attire mail (tri-weekly). 9:40 a. m. Lv. Portland. Ar. 8:05 p. m. 12:30 p. m. Lv. Newburg. Ar. 12:15 p. m. 3:30 p. m. Ar. Astoria. Lv. 7:30 a. m.

Sheridan passenger (daily except Sunday). 4:30 p. m. Lv. Portland. Ar. 9:30 a. m. 6:30 p. m. Lv. Newburg. Ar. 7:05 a. m. 7:40 p. m. Ar. Sheridan. Lv. 6:20 a. m.

Daily. Daily except Sunday. C. B. FRISSELL, Agent, Newburg. R. KOEHLER, Manager. C. H. MARKHAM, Gen. F. & P. Agent, Portland, Or.

THE GREAT GOLD AND SILVER COUNTRIES

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NEWS OF THE WEEK

From all Parts of the New and Old World.

BRIEF AND INTERESTING ITEMS

Comprehensive Review of the Important Happenings of the Current Week.

Three persons were killed on the Baltimore, Ohio railroad tracks near Chester, Pa., by a passenger train crashing into a wagon.

The Daily Mail laughs at the report of the Canadian expedition in Hudson's bay hoisting the British flag over Baffin's Land, to get ahead of the Americans, and declares that the territory has long been a British possession.

The first of the sealing fleet to return to Victoria was the Casco. She brought 1,064 skins, taken off the Japanese coast and Colletta, with 1,400 skins, and the Director, with 1,000 skins, are close behind her.

Five men met a horrible death from black damp, the after-accumulation of a fire in the Jernym mine near Rendham, Pa. The bodies were discovered by a gang of men who went down into the mine with supplies for combating the fire. No body knew of their deaths until the discovery of the lifeless bodies.

During the past month nearly \$5,000,000 worth of grain has left the Pacific ports for Europe. Besides this, 28 lumber vessels have sailed for foreign ports with cargoes valued at over \$2,000,000.

As the month of August nearly equalled September, the export of grain and flour alone for the two months would easily run into the ten-million figures.

Baron von Stumm's organ, the Post, Berlin, published an article calling attention to the fact that 3,308 horses were imported from America during the first seven months of 1897, and insisting that this new import ought to be excluded.

In the same article the Post claims America sends ever greater numbers of dead horses to Germany in the shape of sausage.

Over 5,000 textile workers have been locked out at Loeban, Germany, and in its vicinity.

Commander Booth-Tucker has arrived in Denver to complete the arrangements for establishing a Salvation Army colony in the Arkansas valley.

Michael Simmonds, a railroad brakeman, aged 28, shot and tried to kill his sweetheart, Miss Jennie Long, aged 19, at Baltimore, and then committed suicide.

Rose the 19-year-old daughter of John Miller Murphy, died at Olympia, Wash. Her death was caused by an overdose of laudanum, taken to allay neuralgia pains.

Engineer E. Bennett Mitchell was killed and Fireman John H. Cawley seriously injured by the explosion of a locomotive on the Northern Central railway at Georgetown, Pa.

Secretary Wilson has secured an order from the postoffice department to attach the government frank to packages of sugar-bee seed to be sent throughout the country for analysis.

The latest news from Guatemala received here states that a price of \$100,000 has been placed on the head of Prosper Morales and his aide, Manuel Fuentes. It is asserted that an order to this effect has been promulgated by President Barrios.

As a result of the breaking of a cable, three colored men who were being carried up in an elevator shaft of the Northwest Land tunnel, at Chicago, fell 95 feet to the bottom of the excavation. One of them was killed instantly, and the other two sustained fatal injuries.

Word comes from Kaslo, B. C., that three men who were out on the lake about 500 yards were drowned by the boat capsizing. A stiff breeze was blowing, and as the boat reached the beginning of the swift undertow opposite Kaslo, the men tried to change positions, and the boat was overturned.

In a recent interview, Lieutenant Peary, who has just returned to Boston from the Arctic on the whaling bark Hope, said: "The 100-ton meteorite in the hold of the Hope fell from the skies hundreds of years ago, and has long been the source of iron supplies for the Eskimauz. I discovered it in May, 1894, and since that time have been trying to secure it and bring it to America."

The duel between Count Eadeni, the Austrian premier, and Dr. Wolff, the German nationalist leader, has caused the wildest sensation. Count Eadeni sent his seconds to Dr. Wolff, who accepted the challenge. The premier sent a telegram to the emperor, asking permission to fight the duel, and at the same time tendering his resignation.

In reply he received not only permission to fight, but also the imperial approval. Count Eadeni then made his will, after which he spent the evening at the Jockey Club and a pleasure resort. His wife and family knew nothing about the affair until the duel was over. It is thought that, as the premier has set example with the emperor's approval, there will be a serious epidemic of dueling.

Commissioner Evans estimates that the payments for pensions for the fiscal year will foot up \$147,500,000. The appropriation was \$141,955,850. The higher mark for pensions was in 1893 when the payments amounted to \$159,357,557, since which time they have been kept down to the figure of this year's appropriation. The payments for pensions this year will be within \$30,000,000 of as much as the entire receipts of the government from customs last year, and more than equal to the entire internal revenue tax.

A BROKEN JOURNAL.

Caused a Serious Accident on the Denver & Rio Grande.

Pueblo, Colo., Oct. 5.—One person killed outright, one so badly injured that he died soon after the accident, another severely injured, and many slightly hurt, is the result of a wreck on the Denver & Rio Grande, at Colorado Springs, this morning, caused by the breaking of a journal on one of the coaches. The train, the first section narrow-gauge, from over Marshall pass, was slowing down to take the siding at Colorado. While running at 10 miles an hour, a journal on the rear trucks of the first day coach broke. The car pitched over on its side and dragged with it all the cars behind, another coach, two sleepers and the company's paycar. Three tourist cars, the baggage-car and the engine, all ahead of the first coach, remained on the track.

The cars were all crowded with excursionists bound to the Festival of Mountain and Plain at Denver. There was little excitement and not much wreckage, as the train was running very slowly.

Mrs. McIntyre was in a lower berth in the forward sleeper, and was found after the wreck lying dead on the ground near her berth window. She was badly crushed.

Mr. Seyler was standing on the platform between the two coaches when the wreck occurred. He was badly crushed. He was conscious and dictated several telegrams to relatives.

Of the injured, Mrs. Robinson alone is seriously hurt, and her death is feared. She is at the railroad hospital at Salida.

The list of those hurt is complete from her case to those who received only a scratch.

Immediately after the accident a relief train was sent out from Salida, and all were promptly given attention. Railroad officials have been overwhelmed with inquiries all day, and have freely given all the information at their disposal. Wrecking crews were sent from Pueblo, and the track was clear at 5 a. m.

New Railroad Line. Biggs, Or., Oct. 5.—The Columbia Southern Railway Company ran its first train over the track tonight, connecting with train No. 4 on the O. R. & N. At precisely 8 p. m., Engineer Spear pulled the throttle, and engine No. 1 moved out of Biggs up a heavy grade. The run was made to Wasco in one hour.

D. C. O'Reilly, the general manager, stated that at least three months' business awaited shipment. Two hundred thousand sacks of wheat are stored at the Wasco terminus, and the farmers of Sherman county will haul the bulk of their grain to Wasco and ship it by the Columbia Southern.

It is proposed to extend this road through to Southern Oregon. This will reclaim from the wilderness a vast area of country, and relocate to the past the stage coach which has heretofore been the only means of transportation.

E. E. Lytle is president, D. C. O'Reilly is general manager, and Miss May-Enright is secretary of the Columbia Southern. They have their own passenger-car and engine equipment, but interchange with the O. R. & N., using the cars of that company for freight transportation.

Strychnine in the Coffee. Schuyler, Neb., Oct. 5.—A physician summoned hastily to the home of Frank Davis, nine miles northwest of here this morning, found four of the seven Davis children and the mother dead, a fifth child in a dying condition and a sixth victim ill. Strychnine had been put in the coffee, apparently by the mother, but for what cause is not known.

Mr. Davis and his eldest son left home before breakfast. When the meal was prepared, the rest sat down, and early in its course, the mother made such a remark as: "Eat a good breakfast, and we'll all go together." One of the sons, frightened at the remark, did not partake of the meal.

Burned to Death. Springfield, Mass., Oct. 5.—A special to the Union from East Longmeadow says that Mrs. George Brownlee and her two sons, Thomas, aged 21, and James, aged 19, were burned to death in their home early this morning, and the house destroyed. The family had all escaped. Mrs. Brownlee, losing her head, rushed back into the house, thinking her sons had not come out. Thomas rushed after her to save her, and James after Thomas. The mother and elder son were overcome, while James got out, but was burned so severely that he died this afternoon. Mr. Brownlee himself was badly burned on the hands and face.

The Pistol Discharged. Visalia, Cal., Oct. 5.—Those who find diversion in playfully pointing a pistol at a friend from alleged sense of humor had another object lesson here this afternoon in the killing of Austin Orr, 12 years old, by his half-brother, Clarence Crow, aged 20. Crow had loaded his pistol only a few minutes earlier, and had laughingly pointed the weapon at his brother. The pistol was unintentionally discharged, the bullet entering near the left eye, killing the boy instantly.

A Well Known Frontiersman. Denver, Oct. 5.—A special to the News from Cheyenne says: Chief Pawnee F. P. Delaney, one of the best-known and most respected frontiersmen in the West, died at the Fort Russell hospital today. Mr. Delaney had been unable to leave his bed for some months past.

The increase in the production of gold has been very rapid during the past twelve years and is proceeding now at a greater rate than ever.

FREEDOM OR NOTHING

Cubans Willing to Purchase Their Independence.

WILL NOT ACCEPT AUTONOMY

Accranga Could Not Bluff the Queen—Premier Sagasta Says What He Will and Will Not Do.

New York, Oct. 5.—The Herald prints a number of interviews with leading Cubans here on the situation in the island.

Estrada Palma, representative of the Cuban provisional government, said: "The Cubans are more firmly determined than ever to push the fight until absolute independence of Cuba is acknowledged. I believe the Cubans are willing to pay a reasonable sum of money to Spain, provided she withdraw her troops from Cuba before the island is totally ruined."

Enrique Devarona said: "The only practical solution of the Cuban problem is absolute independence."

Colonel F. Lopez de Querrola, formerly of the United States army, and a veteran of the 10 years' war in Cuba, said:

"To avoid further shedding of blood of innocent people I would, although painfully, sign and give my consent to a compensation to Spain for the sake of getting rid of the Spanish."

E. Trujillo, editor of El Porvenir, said: "Cubans are fighting for absolute independence, and will accept no other solution."

Regarding the proposition for the purchase of Cuba from Spain, General Emilio Nunez, who has been in consultation with the junta leaders in New York, said:

"I cannot see how the plans for the freedom of Cuba on the basis of a guarantee by the United States of an indemnity of \$200,000,000 in cash can be displeasing to any of the parties, except that the amount is greatly in excess of the true value of the relics left by Weyler. The United States could afford to back up the proposition, because it would have the revenue of Cuba to guarantee reimbursement, and would gain immediate improvements in its trade relations."

Immediate Recall of Weyler and the Granting of Promised Reforms.

New York, Oct. 5.—A dispatch to the World from Madrid says: The World correspondent called today on Premier Sagasta, who said, in response to inquiries: "You ask me if the liberal party would assent to mediation by the United States, with a view to hastening the pacification of Cuba and inducing the rebels in arms and the exiles to accept autonomy. Why should we need mediation, when our intentions—long and often expressed by the liberal party—aim at realizing all that America could suggest?"

"No Spanish party, certainly not the liberals, could assent to foreign interference in our domestic affairs, or with our colonies. No government could hope to induce the nation to accept such interference. If America, as we firmly believe and hope, is disposed to be friendly with us, let her observe the rules of international law, and stop the flow of mortal and material aid, without which the insurgents could not last five months."

"We shall reverse the policy in Cuba, beginning, naturally, with the recall of Weyler. I informed the queen yesterday that the liberal party would accept the responsibility of office should we need mediation, when on the party with her confidence; that the liberal party had plans for all pending questions of the day in Spain, and certainly would grant to Cuba autonomy along the lines traced in the program of the Cuban autonomists themselves. I said so in my manifesto in June, and I have repeated the same promise during the government holidays. The liberal party is prepared to grant to Cuba the possible government, a broad tariff and every concession compatible with the indefeasible defense of Spain's rule and sovereignty in the West Indies. We believe this will satisfy the majority of Cubans and we will act thus spontaneously."

Tortured by Thibetans. Bombay, Oct. 5.—Henry Savage Landor, a well-known artist, traveler and writer, and the grandson of the celebrated Walter Savage Landor, has just returned from India, after a terrible experience. He had undertaken an exploring tour in Thibet, but he was abandoned by all the members of his company, except two coolies. Finally, the Thibetans arrested him by an act of treachery, sentenced him to death, and, after torturing him with hot irons, actually carried him to the execution grounds. At almost the last minute, the execution was stopped by the grand lama, who commuted the sentence to torture by the "stretching-log," a species of rack which chiefly injured Mr. Landor's spine and limbs. After being chained for eight days, he was released. Mr. Landor has no fewer than 22 wounds as the result of his torture.

Jumped From a Window. San Francisco, Sept. 29.—Henry Joyce, 65 years old, while temporarily insane, jumped from a second-story window of the county hospital today and received such injuries that he died two hours later.

Springfield, Ill., Oct. 4.—In a race that was witnessed by at least 5,000 people, Star Pointer, on the track of the Illinois state fair grounds, this afternoon not only maintained his reputation as the king pacer by defeating Joe Patchen, but he also lowered the world's pacing record in a race by half a second, making a mile in 2:00 1/2, the record in a race having been 2:01, which Star Pointer made on Saturday, September 18, at Indianapolis when he defeated Joe Patchen.

ROCK ISLAND HOLD-UP.

Neither Passengers Nor Train Crew Escaped the Bandits.

El Reno, O. T., Oct. 4.—Bandits robbed the south-bound Rock Island passenger train and all its passengers at 11 o'clock this morning, five miles south of Minco, in Indian territory.

The trainmen were completely surprised, and were not prepared to offer any resistance when five masked men came upon them at the lonely siding. The place is uninhabited, and the only persons in the vicinity at the time were four section men. The section men flagged the train, the robbers having compelled them to do so. The bandits were hidden in a brush pile, and jumped out as soon as the train had taken the siding.

Under the pressure of Winchesters and ugly looking big-shotguns, the trainmen, express messenger and all of the score or more of passengers were made to leave the train and stand in a line, hands up, on the prairie. While three of the robbers covered the badly frightened crowd with their guns, the other two coolly and carefully robbed them, passing from one passenger to another down the line. The bandits secured about \$300 in cash and such other valuables in the way of watches, pins and jewelry as were in sight.

Jim Wright, of Minco, showed a disposition to resist, when the bandits ordered "hands up." They shot one of his ears off to prove to his satisfaction everything they could carry away. Wright's hands then went up. No one else was injured.

The passengers and trainmen having been thoroughly plucked, three of the bandits turned their attention to the express and mail coaches, the others standing guard over the helpless crowd on the prairie. The registered mail pouches were quickly rifled, but the express and mail coaches, all the force and ingenuity of the road agents. When the messenger had convinced the bandits that he could not open the strong box, they resorted to dynamite. Several heavy charges were exploded, but the safe proved bandit-proof, and, though badly battered, its contents were saved to the company.

Having taken forcible possession of everything they could carry away, the bandits mounted their horses and rode off toward the west.

At Chickasaw, the next station, a posse of citizens was hurriedly formed. These citizens set out in pursuit of the gang, and officers have been dispatched from El Reno and other points in this section. It is hardly possible that any bandit can be overtaken in the prairie country, and they will probably be able to reach the Wichita mountains.

THE WOODFORD NOTE

Mediation Tended, But Not Forced Upon Spain.

Chicago, Oct. 4.—A Washington special to the Times Herald says: It is now possible for the Times-Herald to give, not the exact text of the famous Woodford note to Spain, but a fair statement of its substance.

This now celebrated and much-discussed document simply expressed on the part of the United States the hope that the war will be brought to a close as speedily as possible. There is no date fixed when the consummation is to be reached, but the interests of Spain no less than the interests of the United States and the interests of humanity and of the world at large are reasons why the war should be ended with the least possible delay. And with that in view, acting as a friend of Spain, because of the great stake which the United States has in Cuba, financially and otherwise, because of the annoyance to which the United States has been put by maintaining a patrol and preventing the sailing of filibustering expeditions, and because civilization opposes war, the United States tenders to Spain its good offices to act as a friend between the mother country and her rebellious colonists, in the hope that she may be able to effect a settlement and bring the warfare to a close.

This is all there is in the note. There is not the faintest suggestion of this government forcing upon Spain her good offices, if she does not care to voluntarily accept them, nor at large an intimation that the war must be brought to an end within a certain time or that Spain must answer this note within a fixed time.

Sickening Tragedy. Carrollton, Ia., Oct. 4.—The slaughter of a mother and her six children occurred at the home of John Boecker, a farmer, living eight miles northwest of here, last night. Boecker, the fiendish husband, completed his bloody work by sending a bullet into his own head, inflicting a fatal wound. The family were prosperous Germans, and, as far as is known, had lived happily. No motive for the tragedy has been disclosed. Boecker's wife are his wife and six children—Caroline, aged 14; Christine, aged 9; Henry, aged 8; Lizzie, aged 6; John, aged 3, and an infant. All are dead but Henry, and the latter cannot recover from his wounds.

Indicted for Larceny. Astoria, Or., Oct. 4.—The grand jury today returned a true bill in the case of B. L. Ward and W. G. Howell, treasurer and deputy treasurer, respectively, of this county. The indictment charges them with the larceny of public money to the amount of \$11,953.

Found Dead in His Room. Baker City, Or., Oct. 4.—William F. Hoey, aged 46, was found dead in his room in a lodging-house this evening.

TRAMWAY OVER PASS

Electric Power on the Summit of Chilkooot Trail.

PORTLAND-JUNEAU ENTERPRISE

A Company Organized to Transport Freight and Passengers Over the Worst Mile.

Portland, Or., Oct. 4.—Ample facilities for the transportation of freight and passengers over Chilkooot pass will be provided by a Portland-Juneau company, in time for the rush to the Yukon next season.

Articles incorporating the Dyea-Klon-dike Transportation Company were filed here. The objects of the corporation are announced as follows:

"To conduct a general transportation business from the headwaters of Lynn canal, Alaska, to all points in Alaska, and in British North America, and to carry freight and passengers.

"To acquire, build, locate and operate tramways, bridges, wagon roads, sawmills, etc., to navigate the Yukon river and its tributaries from St. Michaels to Dawson City, and to purchase, build and operate all manner of vessels between Portland, Seattle, Tacoma, Juneau, Dyea, Skagway and St. Michaels. Capital stock, \$250,000."

Although the announcement of objects is made to cover a wide field, the company's present attention is directed solely to providing means for the transport of Klondikers and their outfits over the most difficult portion of their journey, which is from the steamer at Dyea, over the pass to Lake Lindemann. Construction is already begun, a wharf being well under way at Dyea, and the work of putting up a 5,000-foot cable tramway at the pass itself being started. The company announces that it will be ready for business by February 1, by which time it will be in shape to handle, if necessary, the outfit of 20,000 people a month, doing the work at a reasonable figure.

Members of the company make the following statement: "The trip from Dyea to Lake Lindemann has been made by a man with an ordinary outfit, amply provided with packers. We do not propose to lessen this time very much, but we do propose to take over a very much larger tonnage than could otherwise be taken in the same time. When finished, our cable tramway, which will be quite similar to those used at some of the big mines on mountain sides, will extend from Sheep Camp to the summit, cutting off a distance of four miles as at present traveled. Our immediate attention, however, will be directed to the most difficult part of the ascent, a stretch of about 5,000 feet, over which we shall be ready to operate by February 1. We shall use the water fall of the Dyea river to convey electric power to our plant.

"Though the short period that is allowed our company for preparation gives us time only to overcome the worst difficulty of the trip, yet we have ample means to do more as may be justified by the progress of business. When this route is open it will be possible for any number of people to go from here to Dawson with their outfits at less than half the cost of the trip via St. Michaels, without an outfit, at the same time saving 20 days.

"From Portland to Dawson via Chilkooot Pass the distance is only 1,700 miles; via St. Michaels it is 3,700 miles. It takes five weeks at least to make the trip via St. Michaels, and not over 15 days is required by the route when the lakes and rivers are open. Another important saving of time is in the fact that one can get over the Chilkooot and land supplies at Dawson two months before the first steamer gets up the Yukon from St. Michaels, which is usually not before the middle of July. The St. Michaels route is open but four months of the year, while the Chilkooot will practically be open all the year around when our line is completed. We do not advise the trip being made before February, however.

"One of the delays heretofore encountered in the overland trip is the necessity of building boats at the lake. Ten days is usually required for this, though it was much longer this year, owing to the rush, and the price was prohibitive to a great number of travelers. This company will be able either to furnish boats, or lumber for them, or it will transport to the summit any 'knocked-down' boats included in the miners' outfits. It has never been possible heretofore to take a boat over the pass, except by piecemeal, which don't pay.

"A most important part of the work we are doing is the construction of a wharf at Dyea. It will have 200 feet frontage and the approach will be 1,700 feet in length. Any steamer will be able to dock at this wharf, thereby saving the heavy expense and great loss of time to both passengers and steamship people, of lighterage, as at present. Had it not been for work already done by Juneau people it would have been almost impossible to have completed this work in time for the early travel next season."

About \$10,000,000 in gold is now concealed in the teeth of people in the world.

Sold Her Husband. St. Louis, Oct. 4.—According to the Post-Dispatch, John A. Truitt, a conductor on the Northern Central electric street-car line, was sold by his wife for \$4,000 to a woman who declares that she loves the man more than his wife does. The deal was the sequel to the following remarkable statement made to Mrs. Truitt by a Mrs. Stevens, who lives in this city with her father:

"Mrs. Truitt: I love your husband, and I want him. I have traveled the world over, and he is the first man I ever loved. I will give you \$4,000 cash for him if you will give him up."

Truitt, who is the father of four children, seems to agree to the deal. It is stated that last Tuesday Mrs. Truitt, knowing that her husband loved another, attempted to take her life by swallowing a big dose of morphine.

Aid From the Canadian Pacific. Montreal, Oct. 4.—It is announced that the Canadian Pacific Company intends without delay to extend the railroad into Rossland, B. C., and that capitalists closely identified with the railway company have partly completed arrangements for the erection of a large smelter on the Columbia river, which will treat the Rossland ore practically at cost, and that the shipping mines will be connected with the smelter by an aerial tramway. The Canadian Pacific also proposes adopting similar methods in the Slovan country.

Carlists Ready to Strike. London, Oct. 4.—The Daily Mail, in its special from Madrid, says: The symptoms of Carlism agitation are every day becoming more manifest and attracting the attention of the Spanish government. Carlism emissaries are in the province of Navarre and Castileon, where the party has its strongest supporters. There is the best reason for believing that the signal for a rising will soon be given. The revolt will probably occur in Navarre or Castileon.

FOR FORGETFUL ENGINEERS.

New Life Saving Device That Has Been Successfully Tested.

St. Paul, Oct. 4.—A very ingenious and valuable contrivance for the saving of life by preventing railroad accidents through the forgetfulness of trainmen, has been invented. The machine has just stood a very severe test on the Great Northern railroad, after having been previously operated successfully on the St. Paul & Duluth road. Practical railroad men have given strong endorsements to the device after seeing its work.

The object of the device is to provide an accurate and reliable reminder signal and distance indicator for locomotives by which engineers are prevented from forgetting their train orders as to stopping or meeting places. The mechanism is simple, but positively compensated with the best of the engine, accurately measuring the distance traveled.

The dial is placed in front of the engineer, showing correctly the distance traveled. Above the smaller of