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Hammers for hand use in machine-shops are operated by pneumatic pressure, a sliding spring-pressed rod being set in the casing to be driven by pushing a button by which the air is admitted to the driving-chamber.

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THE ALASKA RUSH.

Western Roads Preparing to Ignore the Canadian Pacific.

Chicago, Dec. 13.—The Western roads have for some time been figuring earnestly on the business that is expected to set in in the late winter and the early spring toward Alaska. They have been doubtful whether the purchasers of transportation would wish to buy tickets through to Dawson City, or only to the ports on the coast, and today the roads took their first action bearing on the question of Alaska rates. They have decided to get out their rate sheets showing the rates to Alaska and will ignore entirely the claims of the Canadian Pacific for the differential on the business. The rates of the Canadian Pacific will not be shown on the sheet at all.

In the days of the old Transcontinental Association, the Canadian Pacific was allowed a differential of $5 on its Pacific coast business, and it claims the same now, but the roads of the old association, and those of the Western Passenger Association, after the promulgation of the supreme court decision regarding the formation of pools and associations, absolved them from all further obligations to allow the differentials of the Canadian Pacific. The latter road has never seen the matter in that light and it will make a fight that is very likely to demoralize the rates to Alaska, and North Pacific coast ports.

FIGHT ON THE BORDER.

Three Mexican Guards and One Desperado Killed.

Denver, Dec. 13.—News is received of a desperate fight that occurred near the border of Arizona and old Mexico. Three guards of the Mexican service and one desperado were killed. The latter was Franco Phallard, one of Black Jack's gang, and an outlaw from Texas, whose two brothers were killed while members of Billy the Kid's gang. A few days ago the border guards learned of a raid that was designed by Black Jack to loot a town across the river. A start was made from Leander Springs, and the guards had no difficulty in finding them. The two forces met face to face at a turn in the road. There were eight outlaws against three officers, but the latter opened the attack with orders of "hands up." Two of the outlaws turned their horses for the hills, but Phallard dismounted, and drawing his Winchester, opened fire and killed the three officers before he fell with a wound in his side which proved fatal.

Phallard is the last of the Sam Bass gang of trainrobbers, who cleaned out Custer City many years ago.

HIS LAST HOPE GONE.

The California Supreme Court Decides Against Durrant.

San Francisco, Dec. 13.—Late this afternoon the supreme court dispelled the last hope of W. H. T. Durrant, the murderer of Blanche Lamont and Minnie Williams, by disposing in a summary manner of his two appeals.

In a written opinion, from the pen of Chief Justice Beatty, which is concurred in by all but one of his colleagues, the court affirms the judgment of Judge Bahrs, in remanding the prisoner to San Quentin until the time set for his execution, but reverses that sentencing Durrant to be hanged on November 11, and remands the case to the superior court, with instructions to proceed according to law.

As the remittur was ordered issued forthwith and the court holds that execution can only be stayed now by the issuance of a certificate of probable cause, it only remains to resentence the condemned murderer, which will probably be done tomorrow.

Justice Garoutte alone dissented from this opinion, maintaining that Durrant's appeals should have been dismissed, as the time required by law for their perfection had been allowed to lapse.

BRAVE PORTLAND GIRL.

Rescued a Woman From a Burning Victoria Lodging House.

Victoria, B. C., Dec. 13.—Through the courage and promptitude of Lily Baldwin, a Portland girl, a life was saved here under sensational circumstances, yesterday evening. There had been an explosion of gasoline in the oil tent factory of Tryon & Co., and the entire premises were soon blazing. On the upper floor was the American lodging-house, whose proprietress, Mrs. Fox, was ill in bed. In the confusion she was forgotten until the Portland girl, a lodger, remembered her. She ran upstairs and carried down the landlady, who by that time was unconscious from suffocation. Both escaped with slight burns, although their danger was imminent.

Rich Strike in Montana.

Butte, Mont., Dec. 13.—Reports from the Lowland mining district are that a rich strike of gold and silver quartz has been made in the Ruby mine, and that over a million dollars' worth of ore is in sight. The owners are taking out over $2,000 a day. The property was purchased last summer from Adolph Moudehauer, of San Francisco, for $90,000, the principal owner being M. E. Graves, a New York man.

New York, Dec. 13.—The largest life insurance policy ever issued has been written in this city, calling for $1,000,000 insurance upon the life of George W. Vanderbilt. The policy is what is known as a 20-payment life contract, and provides for a premium of $35,000 a year. After Mr. Vanderbilt has paid that sum yearly for 20 years the payments cease and the principal becomes due at his death. The next largest policy ever written is said to have been for £100,000 ($500,000).

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 and cure—as in the case of lumbago from cold or a strain in some way to the same muscles. The treatment of such need not differ one with the other. Both are bad enough and should have prompt attention, as nothing disables so much 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

Are precious scarce. Time tries the worth of a man or medicine. Hostetter's Stomach Bitters is a forty-five years' growth, and like those hardy lichens that garnish the crevices of Alaska's rocks, it flourishes perennially, and its reputation has as firm a base as the rocks themselves. No medicine is more highly regarded as a remedy for fever and ague, bilious remittent, 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.

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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 exclusive use of the word "CASTORIA," and "PITCHER'S CASTORIA," as our Trade Mark.

I, Dr. Samuel Pitcher, of Hyannis, Massachusetts, was the originator of "PITCHER'S CASTORIA," the same that has borne and does now bear the fac-simile signature of CHAS. H. FLETCHER on every wrapper. This is the original "PITCHER'S CASTORIA" which has been used in the homes of the mothers of America for over thirty years. Look Carefully at the wrapper and see that it is *the kind 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.

March 8, 1897. SAMUEL PITCHER, M.D.

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

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All Eastern Syrup, so-called, usually very light colored and of heavy body, is made from glucose. *"Tea Garden Drips"* is made from Sugar Cane and is strictly pure. It is for sale by first-class grocers, in cans only. Manufactured by the PACIFIC COAST SYRUP CO. All genuine *"Tea 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 Tonic known. (See Dictionary.) $5.00 a box. 2 weeks' treatment. Mason Chemical Co., P. O. Box 747, 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.

Try Schilling's Best tea and baking powder.

In agreeable contrast to the faimliar "no thoroughfare" sign is an inscription at Sabino, Me., which reads: "Private way; welcome."

Stop! Women,

And consider that in addressing Mrs. Pinkham you are confiding your private ills 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. Thus 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 has gained the very knowledge that will help your case. She asks nothing in return except your good will, and her advice has relieved thousands. Surely any woman, rich or poor, is very foolish if she does not take advantage of this generous offer of assistance.

25 CTS. PISO'S CURE FOR CONSUMPTION 25 CTS.
CURES WHERE ALL ELSE FAILS. Best Cough Syrup. Tastes 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-quatrer 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 Skaguay. 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 Skaguay 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 Skaguay 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 Skaguay 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 Skaguay 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 Chilkat 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 Skaguay 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 Skaguay 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 Skaguay 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 not 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, where they must wait for the ice to break up before proceeding down the river with 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 Wrangel, 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.

FREE TRIAL TO ANY HONEST MAN.

The Foremost Medical Company in the World in the Cure of Weak Men Makes This Offer.

HAPPY MARRIAGE, HEALTH, ENERGY AND LONG LIFE.

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

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.

So much deception has been practiced in advertising that this grand old company now makes a startling offer.

They will send their magically effective appliance and a month's course of restorative remedies positively on trial, without expense, to any reliable man.

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

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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 money asked—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.

At a recent meeting of the Institution of Civil Engineers in London, the opinion was expressed that the coming material for ship-building is nickel steel, but that before it can be extensivley used, further deposits of nickel must be discovered.

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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.

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Hall's Family Pills are the best.

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,

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