

Lewis Sager As Boy Miner Clambered Over Famous Chilcoot Pass and Made Descent Using Gold Pan for Sled

Lewis Sager, the "Boy Miner" of famous Dyea trail, clambered over the Chilcoot pass and faced thru the Yukon, who trudged the rushing, foaming waters of White Horse Rapids, is now living in the Koon River valley and is assistant foreman of the Motor & Excursion Co. at Medford. Like a thrilling novel, Mr. Sager's account of his amazing experiences is fraught with adventures and hardships, typical of the colorful days when gold lured countless hundreds of grizzled miners and pained, dancing girls to the Klondike as if glowing light attracts moths and insects of the night.

On March 15th, 1897, the old steamer "Mexico," left the docks at Seattle with a seventeen-year old boy, Lewis Sager, who was to have the distinction of being the youngest miner in the Yukon country during the first two years of the gold rush. At Juneau he boarded the "Rustler," which carried him to Dyea where he hit the Dyea trail for the Chilcoot pass.

"With a pack of 70 pounds, I labored up the steep Chilcoot slopes, taking over two hours for the climb," Mr. Sager said. "The trip down the opposite side was a real thrill as we used our gold pans as sleds and sped down the now laden pass at a breathtaking clip. This trip was made in two or three minutes time."

At Lake Bennett the "Boy Miner" and his pack of sleds were a rough but sturdy boat and patiently awaited the breaking of the ice. On May 27th, the ice-jams broke with a deafening roar and great blocks were swirling down the river—the signal for the start of the perilous trip down the Miles Canyon, Squaw Rapids and White-horse rapids—a trip which many started who failed to arrive at Lake LeBarge.

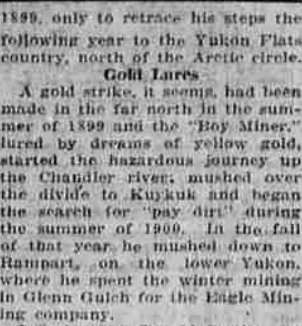
From Lake LeBarge, the dangerous trip down the 30-mile river to the mouth of the Hoonlingua was made—then came the voyage down the Yukon to Dawson. The famous Five Fingers Rapids were successfully conquered on this trip.

"Five Fingers Rapids" derive their name from five jagged rocks which rise above the churning, treacherous waters of the river. The extreme right hand channel was the only safe route and we drew a breath of relief when we had successfully traversed this part of the river," Mr. Sager said.

At Dawson, the "Boy Miner" recalls the old settlement called by the sourdoughs of the Klondike by the moniker of "Lousetown." This later became West Dawson and is now a section of the city of Dawson.

For two years, Mr. Sager worked a claim on Hunker Creek, having a section, located on the mining maps of the Dominion of Canada, as "9-A above original discovery." As your usual prospector, after having fair luck on Hunker Creek, returned to the United States in 1899, only to retrace his steps the following year to the Yukon Flats country, north of the Arctic circle.

U. S. Exports Up in 1928, But Imports Show Decline



WASHINGTON (AP)—Preliminary figures of the United States Department of Commerce show that exports from this country in 1928 totaled \$5,129,132,000 or \$263,757,000 more than the 1927 total, while imports declined \$94,812,000 to \$4,089,930,000. The excess of exports over imports was \$1,039,202,000 in 1928.

A chart, prepared from the department's figures, shows the trend of foreign trade during the year. In the first eight months exports paralleled those of 1927, but in the last quarter there was a sudden expansion of the export trade which carried the total for 1928 above that of the previous year.

Imports reached their peak in March, but the total, \$880,437,000, was only slightly above the \$875,331,000 total of March, 1927, and considerably below the previous record total, \$1,422,899,000, of March, 1924.

Imports were strikingly different. London was the pioneer and some of her early construction was found later to lead to marked inconvenience and expense. Thus her earliest tube tunnels were constructed at great depths, making it necessary to supply batteries of elevators and escalators at the stations.

Another radical departure from the older methods, adopted in New York, was characteristically American. This was the virtual building of two subways in one, by the provision of four tracks, two devoted to express and two to local service.

London-Cars Have Lighted Maps. In London the sub-surface railway system is known as the "Underground" and is applied only to pipe tunnels, footpaths, under-street crossings, and the like. Some details making for the convenience and comfort of passengers stand out in the operation of the Underground. Stations are more ornamental and less starkly utilitarian than most of those in New York, and in some, as in the new Piccadilly Station, striking panel paintings adorn the walls.

The Piccadilly Station is virtually an underground square, brilliantly lighted, surrounding which are well appointed shops.

The best feature of the Underground to a stranger in London however, is the remarkably sensible method of holding him in formed of his whereabouts. It is not necessary to peer out at stations, seeking to make out dim numbers or names on posts and walls. Suspended from the ceiling in the middle of each car is a large-scale map of the system with a tiny electric bulb at each station.

When the train approaches a station the bulb for that station flashes on, and remains lighted until the train starts again. Lights more conspicuous than ordinary ones flash on at the transfer points calling the passengers' attention to those important centers.

New York has more than 300 miles of subway track and this will be materially increased when the new independent subway system is placed in commission. In both London and Paris the underground average is close to 200 miles. In Chicago the construction of a passenger subway has been discussed for many years, but at present only surface and elevated lines are in use. Chicago has a possible nucleus for a subway system in its most unique freight tunnel system.

CONGRESS PLANS HUGE FUND FOR PREDATORY WAR

WASHINGTON (AP)—With Secretary Jardine of the department of agriculture back of it, a bill is before congress proposing a 10-year cooperative program of predatory animal and rodent control and annual appropriations of \$1,375,700 to put it into effect.

For more than 12 years the department, through the biological survey, has been working for the control of predatory animals that are injurious to agriculture, horticulture, forestry, animal husbandry and wild game; and the smaller rodents that feed on growing and stored crops, forest and other nursery stock, and the range grasses that support the farming and livestock industries.

The 10-year program, if enacted, would be concerned with the control of such destroyers of livestock and game as wolves, coyotes, mountain lions, bobcats and predatory bears, and of such smaller predators as prairie dogs, ground squirrels, pocket gophers, jackrabbits, woodchucks, porcupines, mice, rats, and moles, most of which are called rodents by the scientists. The former, of which the coyote is the most destructive because of his prowess and numbers, is estimated to take an annual toll of \$30,000,000.

The damage of rodents is almost too extensive to calculate. The prairie dog alone will destroy from 25 to 50 per cent of the forage on the range. In infests. The common rat, however, is the most destructive rodent.

Complete eradication is not contemplated by the department, an act that it considers neither practical nor advisable. The plan would make their damage negligible. Present appropriations for the work approximate \$568,000 a year, which would be boosted by \$812,000 under the 10-year program. Cooperative expenditure of funds would continue at the average of about \$2.50 of state funds for every dollar of federal money.

Fifteen years ago stockmen of the west decided the system of offering bounties on predatory animals was ineffective, and then sponsored the present "paid hunter" plan. These hunters, riding their traps and poisoned bait lines, or pushing alone with dog and gun into the wilderness of desert mountains and woods, are responsible for the deaths of such animal criminals as the Custer wolf, "Lobo," and Old Three Toes.

The Custer wolf was taken after nine years of almost supernatural escapes and a reign of terror that gripped livestock and humans alike near Custer, Wyo. "Lobo," the biggest wolf ever killed by the hunters, had followed a career of slaughter that cost cattlemen

thousands of dollars. Old Three Toes was a giant coyote noted for his ferocity and cunning.

The best time to dehorn a calf is when he is from 4 to 10 days old. Apply vaseline around, but not on, the horn buttons and then rub caustic soda or caustic potash on the horns, making a spot about the size of a nickel. Discontinue rubbing before bleeding starts.

ATHENS (AP)—A new Athens newspaper has launched a heated attack against the invasion of foreign capital. "Greece" says the paper, "is the slave of his contractors" from abroad.

Chevrolet National Demonstration Week! Drive the Chevrolet Six. No matter how closely you inspect The Outstanding Chevrolet of Chevrolet History—you will never appreciate what a wonderful achievement it is until you sit at the wheel and drive. So this week has been set aside as National Demonstration Week, and you are cordially invited to come in and drive this sensational automobile. Not only is the new six-cylinder valve-in-head motor 32% more powerful, with correspondingly higher speed and faster acceleration... not only does it provide a fuel-economy of better than twenty miles to the gallon—but it operates with such marvelous six-cylinder smoothness that you almost forget there is a motor under the hood! Regardless of the car you may now be driving—come drive this new Chevrolet Six. Come in today! -a Six in the price range of the four!

Get behind the wheel and Get the facts! Buy your car on a business basis—check power, getaway, swiftness, hill-climbing—in actual tests—that's all that's needed to prove Buick Superiority! A kind and degree of performance so new—so indescribably superior—induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits. Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance. Get behind the wheel and get the facts... then you'll get a Buick! Buick Motor Company, Flint, Michigan, Division of General Motors Corporation

The World's Underground Railways

WASHINGTON, D. C., Feb. 11.—The newest and one of the most ambitious of the world's subway systems has just been opened under Piccadilly Circus, the center of London's activity and the place of her greatest traffic congestion. The placing of the new station in service recedes the brief period during which the present extensive underground railway system in great cities have developed.

It seems strange," says the bulletin, "that man, who deserted his caves hundreds of thousands of years ago and who has been busy since subduing the earth's surface and even invading the air, should turn back and begin burrowing beneath ground. It seems stranger of all that he should delve below the surface for rapid, mass travel, a thing that he probably never dreamed of in his most imaginative moments until perhaps a century ago.

City Congestion Created Subways. Underground rapid transit is the result of the tremendous growth of certain cities. It was only where population increased to such an extent that surface streets became choked with myriads of people seeking to move about that the idea of travel beneath the surface could ever seem desirable. And it was only after the invention of the railway that the idea became conceivable.

Just as the cross-country railway developed from the stagecoach, so the highly organized and heavily capitalized subway systems of today grew from the omnibus, the stagecoach of the city. In New York, a city stage line was started in 1820 to operate north on Broadway from Bowling Green, and within two years the world's first street railway—its cars drawn by horses—was born in the same city. It was a line along Fourth Avenue from near the present site of the City Hall to near the present location of Grand Central Station. The idea spread in the United States. Paris followed a horse-car line in 1845; but it was not until 1861 that London had its first "passenger tram."

London the Pioneer. Londoners did not take kindly to "horse railways," they objected to the wheels which interfered with other traffic. It was because of feeling that railways in cities should be out of the way that the first steps were taken in London toward underground rapid transit. The earliest line, constructed in 1825, was not tunnels. The trains were operated by steam engines, and the tunnels were so smoky and ill ventilated that the system was not a success.

In the meantime New York, faced with a growing congestion of street traffic, and a lengthening

city, was experimenting with a new solution, the elevated railroad. The first was built in 1848 and by 1878 there were four elevated structures on which steam trains were operated. Placing fast moving trolleys above the street level proved the best solution while steam was the only motive power, and the system was adopted in Chicago, Berlin and Liverpool.

First Subway Planned for Cables. London, then the world's greatest city, continued to look underground for the solution of the rapid transit problem. After cable cars first came into use in San Francisco in 1853 and spread to other cities, the idea was conceived of operating cable cars in tunnels in London. In 1886 the world's first all-tunnel subway was started in London; by the time it was completed in 1890 the electric locomotive had been perfected and the new underground railway was put into operation with this newest draft agency.

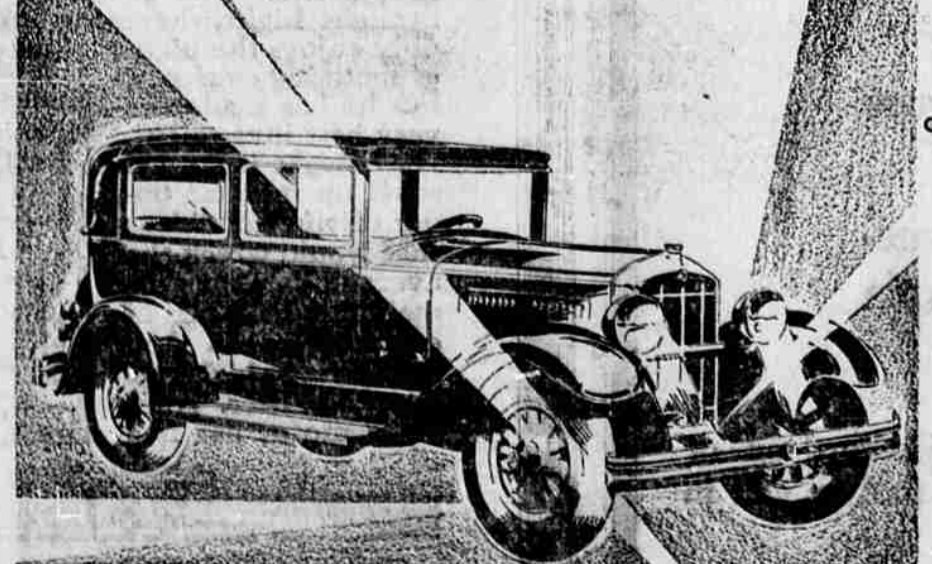
Glasgow, Scotland, and Berlin, Germany, opened subway lines about the same time. Budapest, Hungary, was next to join the ranks of subway cities. Boston was the first American city to begin work on a subway. It was opened in 1898. In 1900 the Paris Metro began its underground career, and in the same year New York started work on its first underground railway. The first train rolled through the New York subway in 1904, and the work of extending the system has been under way almost continually since. Philadelphia first joined the cities having underground rapid transit systems in 1908. Since then the roster has been added to only by Madrid, Buenos Aires, and Tokyo. The subways in Madrid and Buenos Aires are only a few miles in length, but the Tokyo system is fairly extensive.

New York and London Systems Differ. The fact that heavy population is essential to the success of subways is demonstrated by a glance at the world's ten greatest cities, all but Chicago, Osaka, and Moscow have subways, and in the missing three the construction of underground railways is being given serious consideration. Of the four smaller cities having subways, Budapest, Glasgow, Madrid, and Boston, the two first named have more than a million population; while the recorded population of Boston, applying a restricted area, does not indicate the magnitude of the crowds daily dependent on the city's rapid transit facilities. The Madrid underground system is of limited extent.

Of the sub-surface city railway systems, those of New York and London, the two cities which vie for the world's metropolis, far surpass all others in extent. Yet in plan and operation these two great metropolitan systems are in some

Sweeping SUCCESS DURING SIX

Behind the tremendous popularity of the new 1929 Durant Six stand three years of successful production of low-priced six cylinder motor cars. Durant's sweeping success has been earned. The new 1929 Durant Six is a proved product—supreme mechanically and outstanding in design.



SABIN & RINDT 32 North Riverside Phone 366 OPEN EVENINGS

Get behind the wheel and Get the facts! Buy your car on a business basis—check power, getaway, swiftness, hill-climbing—in actual tests—that's all that's needed to prove Buick Superiority! A kind and degree of performance so new—so indescribably superior—induced more than twice as many people to purchase Buicks during the past year as any other automobile listing above \$1200. Here is ample reason for discarding old buying habits. Take a Buick. Drive it in traffic. Try it on the hills and on the straightaway. Test it in your own way and at your own pace. Measure carefully every element of performance. Get behind the wheel and get the facts... then you'll get a Buick! Buick Motor Company, Flint, Michigan, Division of General Motors Corporation