

NARROW ESCAPE

HOUSTON, June 11, 1885. "Ten years ago I was attacked with the most intense and deadly pain in my back and kidneys." "Extending to the end of my toes and to my brain!" "Which made me delirious! From agony!!" "It took three men to hold me on my bed at times!" "The Doctors tried in vain to relieve me, but to no purpose. Morphine and other opiates!" "Had no effect!" "After two months I was given up to die!" "When my wife heard a neighbor tell that Hop Bitters had done for her, she at once got and gave me some. The first dose eased my brain and seemed to go hunting through my system for the pain."

THE GARDEN REGION

TALE OF TWO CITIES

The Garden Region Connecting St. Paul and Winnipeg. Climatic Conditions of Summer and Winter. Wonderful Growth of the Cities of the Northwest—Farmers and Farming. IN THE NORTHWEST. FROM ST. PAUL TO WINNEPEG. St. Paul Cor. of the Springfield Republican.

"All aboard for Fergus Falls, Moorhead, Fargo, Grand Forks and Winnipeg." In response to this sonorous call which echoes through the union depot at St. Paul, Minn., we gather up our respective grip-sacks and board the north-bound train of the St. Paul, Minneapolis & Manitoba railroad for a trip across the state of Minnesota and down the famous Red river valley. And if an eastern man has an idea that the passenger equipment of these far northwestern roads is inferior to that of his own section of country, he has only to take first-class passage on either the Northern Pacific or St. Paul, Minneapolis & Manitoba railroads to discover his mistake.

During the winter all first-class cars are provided with double windows and are well heated that the traveler is as comfortable below zero as he is when the mercury is 20 above. But while discussing the car service we have reached and crossed the Mississippi river and are in the city of Minneapolis, a city of flour, lumber, and New England people. The writer visited Minneapolis four years ago and is now writing to an eastern friend stating that "this city has now 45,000 inhabitants, and with characteristic western boast claims that she will contain 100,000 people by the year 1890."

Our train has recrossed the river above the falls of St. Anthony, whose waters are utilized by the big driving mills which have a daily capacity of over 25,000 barrels of flour, a yearly output of more than 8,000,000 barrels; enough if each barrel was placed in line, end to end, to reach from New York to San Francisco. We pass through East Minnesota (known in earlier days as St. Anthony's falls) with its immense piles of lumber, and along the east bank of the river through a pleasantly diversified country. At St. Cloud, seventy-five miles from St. Paul, we part company with the "Father of waters," and enter the picturesque park region of Minnesota a region of beautiful lakes, woods, well-tilled farms and thriving towns.

Look at the map and you will see that a large part of the state contains, and only the larger ones are shown. There is not room enough on an ordinary sized map to show the myriad smaller lakes and ponds whose waters sparkle throughout this sylvan land like diamonds set with emeralds. This park region covering the central and larger part of the state includes within its limits 7,000 lakes. It is emphatically a sportsman's paradise. To the man who tramps six or eight miles among the hills of New England after a dozen or so two-ounce trout the experience of roving but a few rods on one of these lakes and killing twenty or thirty pickerel or black bass each weighing from one to eight pounds, comes as a lazy luxury. Fish abound in all the waters, and one, including women and children, can catch them, and it requires but little piscatorial skill for successful sport. That prince among game fish, the black bass, of course cannot always be caught by an unskilled angler, but other varieties are plentiful and easily caught. Were we not to trudge through the woods and over the hills, through the water, and row across the lake and anchor near the shore just under the overhanging forest. We cast our lines in these waters two years ago in company with a New Hampshire boy and a jolly fellow from "My Maryland," and readily recall how the prize for the biggest catch was secured by the Ontario state representative, who caught thirty-four pounds in two hours' fishing. And to fish successfully one need not keep perfectly still to the encouragement of cramps and stiff joints, but can stand or sit and call out to the silent woods, hear the echoing answer, and pull in a big pickerel at the same time. One can row hundreds of miles on these lakes and the connecting streams and in all the waters will find good fishing. Black, rock and silver bass, pickerel, pike, perch and crotches are the most numerous and of these one can catch enough to warrant telling mighty fish stories. And fishing is not the only sport to be had, for in the fall and spring, immense numbers of ducks and geese make temporary homes here in their migration to and from the south. Geese, brant, mallards, teal and other varieties abound and are shot in large numbers every season, the narrow passes between the lakes affording excellent cover for the hunter. In addition to the facilities for shooting and fishing, the climate is unsurpassed, the days being generally clear and bright and the nights always cool. To be sure, there are some "muskeeters," but these musical pests are no more troublesome here than in other lands. Each season adds to the reputation of this park region as an attractive summer resort. The conveniences of fashionable society do not obtain here, but to those who are looking for restful recreation away from the cares and frivolities of city life, where a man can wear a woolen shirt and go with his pants tucked in his boots without exciting remark, will find the park region of Minnesota a delightful spot. At Barnesville we are out of this picturesque region and strike the famous Red river valley, the land of No. 1 hard wheat and rich prairies stretching away

In an unbroken line as far as the eye can see, save where a fringe of timber marks the course of some creek. It is land where a furrow can be plowed for many miles without taking the plow out of the ground, a land through which a river flows "low and noble," and the course from Breckenridge, Minn., on the south to Winnipeg, Man., on the north, embracing over 150,000 square miles, nearly every acre of which is tillable—probably a larger area of fertile productive land than can be found together in any other country. At Moorhead we cross the tracks of the Northern Pacific railroad. This ambitious city stands in 1,000 inhabitants situated on the east bank of the Red river styles itself the Key city, while Fargo, Dak., on the west bank aspires to be the metropolis of the far northwest. This is not really the far northwest, for a mile post placed beside of the Northern Pacific track within a few rods of the Red river informs us that Fortland, Or., is not far from the valley. At Neche we cross the boundary line and are out of Uncle Sam's jurisdiction and in the land where Sir John A. Macdonald presides by the grace of Queen Victoria and her populi. Although there are many "Canucks" in Minnesota and Dakota, there are few Americans living in Manitoba, and English types and characteristics now begin to appear and predominate. A ride of 60 miles from the boundary line brings us into the city of Winnipeg, which has at present about 25,000 inhabitants. In this city property sold three years ago as high as \$2000 per front foot. It enjoyed a real-estate boom with vengeance. Speculation was occasionally catching some overflow in the upper or southern part of the valley.

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doesn't require a large population to make a city in Dakota. Hillsboro and Grafton, with about 600 and 1,500 inhabitants respectively, are incorporated cities. During most of our journey since leaving Fargo we are in sight of the fringe of timber which marks the course of the extremely crooked Red river. The distance from Fargo to Grand Forks by rail is 75 miles, while by river it is nearly 200 miles, which illustrates the tortuous course of the stream. The banks of the numerous streams emptying into the Red river are lined by a growth of elm, ash, cottonwood and oak trees, which pleasantly breaks the monotony of the level landscapes. The Red river rises in western Minnesota, flows south and westerly for about fifty miles before making an abrupt turn toward the north pole. Emptying as it does into lake Winnipeg, in the province of Manitoba, the ice usually breaks up first near the source, and occasionally catching some overflow in the upper or southern part of the valley.

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THE FATAL CAR.

A Haunted Car That Puzzles the Boys and Cuts Up Roughly. "It's the strangest thing that I ever heard of. It often starts off on a perfectly level track and we have to keep the brake on all the time in order to keep it quiet."

The above remarks were uttered by Jack Martin, a workman on the San Pedro road, to a reporter of the Los Angeles Express. Martin was addressing a friend. "What's the matter with the car?" asked the person addressed. "I think it is haunted. At least all the boys say it is. It may and it may not be; but it is certain that the car often moves when no one is near it." The car in question was an old one and stood on a side track. It had just been brought up from San Pedro, and had been emptied of six tons of iron for the cable railroad. Continuing, Martin said: "That car has a strange history. No less than three murders have been committed in it. Three years ago it was brought out from Boston loaded with fine furniture for a hotel in Sacramento. Somewhere in Nevada the door was broken open and two tramps entered and closed the door. They were anxious to get to Fresno, and being supplied with food and water they proposed to go through without change. No one knows how the deed was done, but when the car was opened at Sacramento the bodies of one of the tramps was discovered. His throat was cut and an ugly wound was found on his right side. The other tramp could not be found. The car was side-tracked at Sacramento three months and was then loaded with flour for Stockton. While at the depot at the latter place a couple of railroad hands accoupled it one night, and during a game of cards one of them named John Dewey stabbed his companion. He died in a few moments. The trial was a long one and Dewey was sentenced to San Quentin for twenty years. He claimed he acted in self-defense. When arrested, however, he had about \$38 in his possession, while his dead companion did not have a nickel. That looked rather suspicious. Well, the next we heard of No. 11,088 was the scene of another mysterious affair. This was about a year ago at El Paso. During a strike among a lot of Italian laborers at that place this car was boarded by half a dozen of them. A quarrel ensued over some trifling matter and one of them was beaten so badly that he died before medical aid could be summoned."

"The car must be haunted," remarked Martin's companion, who listened to the story with the closest attention, "and I would not sleep in it for \$100." "All the train men say it is," continued Martin, "and the fact that it will often move on a level track is an evidence that something is wrong." "Do you ever hear any strange noises around it?" asked the reporter. "If I fancy sometimes I hear a moan or some indistinct muttering, but it may be only imagination," replied the brakeman. "The engineer said yesterday that he heard a human voice in it, but on looking all around the car saw no one. The fact of the matter is, I do not have much to do with the old thing, and I wish the company would draw it off." At this point in the conversation Martin's train pulled up from the new depot and he boarded it and was soon engaged with the duties attending his line of business. Car 11,088 is considered haunted by nearly all the railroad boys.

DO BIG BOATS PAY?

They Burn Nearly Two Thousand Five Hundred Tons of Coal on Every Voyage. "The chief reason why the European passenger steamship business has ceased to be profitable to some of the old-established companies," said a shipping agent of long experience to a New York Herald reporter, "is a very simple one. This idea of enormously large and very fast ships has run—well, no, you can't exactly say run—into the ground, speaking of nautical matters, can you?—has been overdone. These new, fast boats do not pay, and never will, because their running expenses are too high, and they use so much coal that it leaves very little room for cargo." "Take the Eururia, for instance, the big new Cunarder. She crosses the Atlantic in six days and a half, but she burns 350 tons of coal a day, or 2,275 tons in six days and a half, and of course must carry at least 3,000 tons in her bunkers when she leaves her dock, to be provided for accidents. This leaves room for only 400 tons of cargo, and at the very low prices for ocean freights which have prevailed for a long time past there is very little margin for profit."

"Now, compare a steamer like the Germanic with the Eururia. The Germanic makes the run in seven days and a half, taking a day longer than boats like the Eururia. But she consumes only 100 tons of coal a day, or 750 tons, against the Eururia's 2,275. And in place of 400 tons of cargo the White Star steamer can carry 2,500 tons. Don't you see the difference in the carrying capacity of the two? I think the limit of speed consistent with economy was reached in what has now become the slower boats, of which the Germanic is a type, although so far as I am concerned, I don't see why they are not fast for anybody."

"But vessels like the Eururia can carry more passengers, and is not the loss of cargo made up in this way?" "No; they can carry a few more passengers, but they can't get any higher rates for them, and the difference does not make up for the heavy increase of running expenses. You can put it down for a certainty that these new and very fast boats do not pay." Gen. Hope Dick, who died recently in England, clung to his commission until he was 93. Horsford's Acid Phosphate. DECIDED BENEFIT. DR. JOHN P. WHEELER, Hudson, N. Y., says: "I have given it with decided benefit in a case of inanition of the brain, from abuse of alcohol."

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HOPBITTERS. Hostetter's Stomach Bitters. A perfect food for babies, nurses & children. OUR PRODUCTIONS REPRESENT THE PERFECTION OF SHOE-MAKING. IN THEM EVERY OBJECT IS ROUND. READY-MADE SHOES IN REMOVED. THE SUCCESS AT EVERY ATTEMPTED BY OUR GOODS WHENEVER INTRODUCED IS DUE TO THE FACT THAT THEY ARE GLOVE-FITTING, ELEGANT IN STYLE AND FINISH, OF THE FINEST MATERIALS AND WORKMANSHIP, AND MODERATE IN PRICE. THE HONORS OF BREAKING-IN ARE AVOIDED. THEY ARE COMFORTABLE FROM THE VERY FIRST. WE MAKE SIX SIZES IN 14 WIDTHS AND 8 SHAPES OF TOES AND HEELS. Look for our Name on the Sole.

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