THE OMAHA DAILY BEE: TUESDAY, OCTOBER 25, 1898.

Line Through the Heart of the Empire Whih Americans Will Construct.

HOW THE CONCESSION WAS OBTAINED Fang, a much-traveled, well-educated and

RAILWAY BUILDING IN CHINA

Bequel to an Act of Friendship to an Injured Chinaman by an American-Immense Capital Behind the Scheme.

While the whole civilized world has been discussing the diplomatic contentions of England and Russia for a foothold in China, American capitalists have been working quietly and bave succeeded in securing a railroad franchise in the Flowery Kingdom which promises to give that country the biggest boom it has had in centuries. The pubcable. lication in Pekin of the documents of the imperial franchise awakened the financial world to the fact that the entering wedge of a gigantic scheme of development has been inserted-a scheme which in its inception at least is quite as vast as Cecil Rhodes' "Capetown to Cairo" project. This first great Chinese railroad will extend from Han Kow to Hong Kong, winding on its way through the populous and fertile provinces in the valley of the Yang Tse Klang and opening up thousands of miles of territory which have remained almost as primitive as they were in the days of Confucius. An American surveying party, working under the protection of the imperial government, is now in China mapping out a route for this railroad. The roster of the development company behind the scheme includes some of the great names in American financial circles. The prestige of these names was almost great enough to impress the government officials of any country, but the Chinese authorities consented to the granting of the franchise only after much persuasion and circumlocution. The story of how the franchise was obtained is highly interesting.

Why the First Plan Failed.

Twenty years ago American capitalists tried to secure a railroad franchise in China. and for a time the work of projection went on, as it seemed, successfully, because the true nature of the project was not thoroughly brought home to the government and people of China. But when the real meaning of it burst upon them the storm of opposition was so great and violent that the scheme perforce was dropped. This opposition, however, was not occasioned by any inherent objection to progress on the parof the Chinese. As they looked upon it, it would violently interfere with their religious customs. The worship of ancestors which prevails in China includes a very laudable reverence for the remains of the departed. To desecrate a grave not only means torment for the one who has gone before, but it brings condign punishment on the living person who commits the depredation or who permits it to take place. It was thought that a railroad would destroy several graveyards, hence the opposition. Therefore the scheme was laid by or years.

Some time after this first attempt to introduce a railroad in China there occurred an anti-Chinese riot on our own Pacific coast. A number of celestials were killed and others were wounded. A. W. Bash, e collector of customs in Seattle, befriended the families of the dead Chinamen and suggested that they sue the United States government, offering to lay the matter before the proper officials in Washington. He did so and succeeded finally in securing a general indemnity of \$250,000. Bash made nothing out of his part in the affair financially, but he became persona grata in Chinese circles and was made the recipient of many marks of consideration. He rested on his laurels a few years. Then the thought occurred to him: "Why not use "Why not use this influence to secure a Chinese railroad He went to New York and interviewed leading men on the subject He met Colonel James McNaught of railroad fame and with his help raised a syndicate composed of twenty stockholders each of whom contributed \$1,500 to make a survey in China, John W. Foster was re tained as legal adviser. Ex-Senator Washburn of Minnesota and Clarence Cary accompanied the surveying party to China. This surveying party actually covered 1,000 miles of territory. But the scheme after all was voted a failure and Senator Washburn, accompanied by the others, returned an disgust, virtually agreeing that the project was impracticable. The scheme was shelved, but it had one good result which bears directly upon the enterprise of today. The leader of the surveying party was one Captain Rich, well known in American engineering circles. The great capabilities of Captain Rich appealed to Sheng, or as he is known today, Sheng Ta Jen, the latter I have spent two winters in the far east

that at least the situation might now be reviewed and placed before the Chinese government through the medium of the benefit of trade. Chinese minister in Washington, Wu Ting altogether well-intentioned official. In conjunction with Thurlow Weed Barnes they began a series of communications with the Chinese government, which were meant to prepare the way for more extended negotiations later on. These first communicaions were carried on by cable and cost \$1.60 a word. Thousands of dollars were spent in this way before the imperial edict was obtained from the throne authorizing tha Chinese minister, Wu Ting Fang, to act as agent and to treat with the American com-

pany. Mr. Barnes, who engineered most of these negotiations, tells the following story of how the great franchise was obtained and how the emperor of China ratified it by Mr. Barnes Tells of Negotiations. "I began operations for the new company

last March. At first we cabled all our communications straight to the Chinese capital, but after we spent thousands of dollars for mistakes in transmission we concluded to adopt another plan. I succeeded in obtaining from the throne an imperial edict which was sanctioned by the Chinese Parliament and by his excellency, Sheng Ta Jen, authorizing Minister Wu Ting Fang to act for his government and vesting in him imperial power to close a contract. I found his excellency, Wu, a most accomplished gentleman, with wide experience of affairs, and, like most Chinamen, an extremely good business man, abundantly able to make a conacryative and careful contract. I visited him eight or ten times while we took up the Barnes was asked how he felt while putmatter of concessions and discussed informally the lines on which a contract might be , derstandings that had been reached between negotiated. The minister received some sug- him and the Chinese minister. gestions from his government, but only in a

pany, came together with the idea of re-juvenating the proposition of a Chinese have been delighted with their victory, the long list of representatives of banking and pany, came together with the idea of rerailroad franchise. They felt that the old people of the east have been dumfounded commercial interests throughout the coun project had been abandoned prematurely; and there is throughout the whole Orient a, try,

> "Well, the war went on and what at first William Barclay Parsons, engineer of the seemed like a genuine discouragement he. New York Rapid Transit company. His gan to take on the aspect of a special corps of assistant engineers will number providence. The war lasted, as the world over 100 mcn. The expedition will include knows, for 113 days. When it ended we experts in observation, interpreters, photogfound, not a depleted national pocketbook, raphers, surveyors, mining engineers, agribut a great newly-opened avenue of com- cultural experis, and other persons with merce, a bighway amply guarded by the kindred business. The survey, as will be prestige we had won during the struggle, seen from this, will be most comprehensive, Then when the assurance of peace actually began to be accepted and the people had returned to that condition which Li Hung Chang and others considered our normal one, the financial world awoke one morning to the fact that a great scheme of American aggrandizement had been growing in the east and that the policy of be interfered with by any persons or spirits American expansion had perhaps received of earth or air." When this party of engi-

simultaneously expressed a willingness to nomic standpoint. take part and then the matter of the forty millions came easily. It was not long.

before we had all we needed." Forty Millions Involved. To draw up, negotiate, sign and execute a contract involving \$40,000,000 is an experience that falls to the lot of few men, and when this contract involves 100,000,000 persons in China and is sure to go a long way towards forming the basis of a commercial alliance between England and the United States, the occasion of the signing becomes momentous to say the least. Mr. ting into definite language the informal un-

"I was pretty conscious," he replied, "of

Al York 10 0 Σ x

Olcott, president of the Central Trust com- 1 and amazed at these very warlike propensi- Stursberg of the Sugar trust, Willard P.

greatly increased respect for our armed re- . The surveying party which will lay out sources, which already is accruing to the the route of this great railroad has already started for China, under the direction o not only deciding upon a route for a railroad. but obtaining a very full and complete report about the people and condition of the country, such as has never before been obtained. The expedition is under the protection of the emperor of China, who guar antees that "the party will be under full military and civil protection, and will not another push in the right direction. At neers returns to the United States we shall any rate, the publication of the franchise have an account of the Chinese interior documents in Pekin convinced financiers which will be highly valuable from the that the movement was genuine. They geographical, sociological and general eco-

Route of the Railway.

The offices of the railroad company will to in Han Hok in the province of Hupch. The city is situated in the heart of the Yangise Kiang valley in China, and consists of three municipalities. Han Kow is Chinese means "the mouth of commerce. From Han Kow the railway will proceed southward, along the banks of the Yangtse Klang river. Passing on its way through the provinces of Hunan, Kwangsi and Kwangtung, the railroad will follow the natural bed of the tiver as far as possible. and when it branches away from the river it will not cross any mountains. It will follow the valleys, and will pass through the following cities: Woochang, Yohchau, Changsha, Hangshan, Hangchan, Yungchau, Tau Kwellin, Pingloh, Wuchau, Shanking, Canton. At Canton the railway will divide One branch will proceed southward to the Portuguese possessions at Macao, the other main branch going southeastward to Hong Kong. It will come down the shore of the bay to a point about opposite the island upon which Hong Kong is situated. When trains reach this point they will be loaded on ferry boats and floated over to the city.

Resources of the District.

Thus will a direct and rapid means of communication be started with the interior of China. Really very little is known about the country through which the railroad will pass. It is said and perhaps with some ruth that there are people in the center of the empire, who do not know the meaning of the word civilization as we understand There are said to be millions of persons living exactly as their ancestors lived before the Christian era. Yet these people are intelligent, industrious, apt, frugal, and have to blame only their isolation for their failure to keep pace with the world at large. Many of them would rise above race prejudices if given a chance to develop. They live in one of the most fertile districts on the globe, in a country which grows tea, rice and other crops, produces jade, petroleum, coal, gold and has many other natural resources. It is through this wonderful country the railroad will go. As must be expected, short side lines will branch out in all directions, so as thoroughly to tap the various districts and connect them with this main artery of commerce.

A glance at the map of China will show that this first inroad of American capital must be the beginning of the great strategical system of communication which will place every part of the empire within a comparatively few hours of the coast, as far as time is concerned. While this road will extend northward from Hong Kong to Han Glory of the Wonderful Source of Wealth Kow, in the province of Hupu, it will be a question of time only when the syster will be continued eastward to Hong Kong, in the province of Chehkiang, on the coast.

sumption and lung affections. Price, 25c.

the deep waters of the river.

Fukon are expensive and unreliable

trance was a reality or a myth.

ginning nearly the entire area has

pleasant, easy, thorough little pills. The cure constipation and sick headache just

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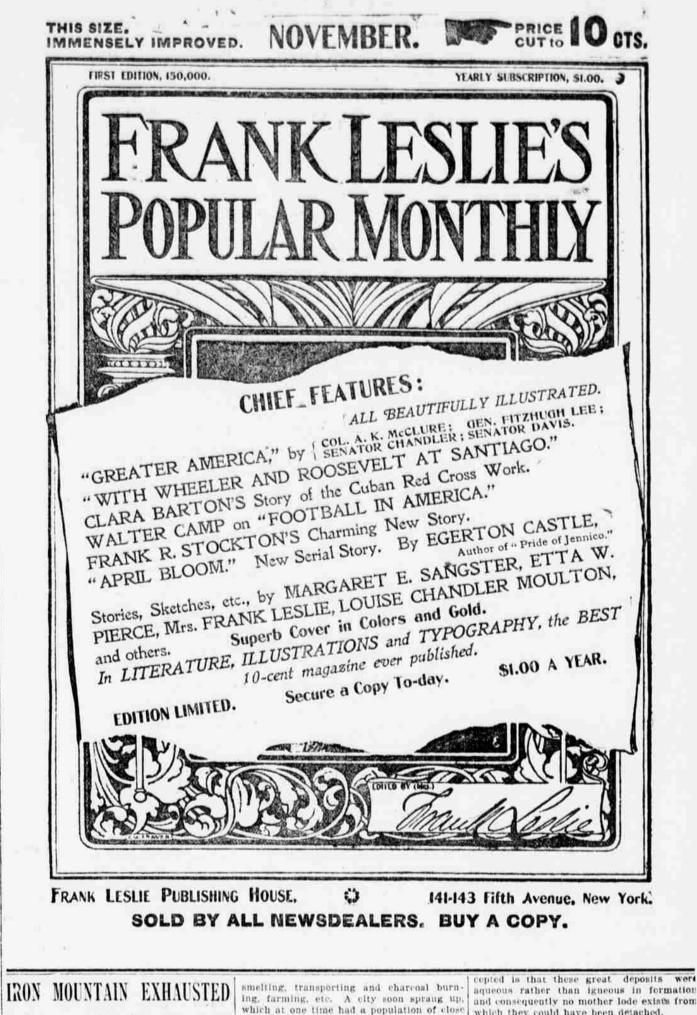
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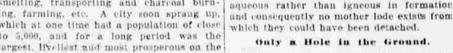
the bar.

The

southern outlets.

Deep.





largest, liveliest and most prosperous on the However that may be, after taking out Iron Mountain railroad outside of St. Louis 3.500.000 tons of as rich orn as was ever itself. The company built a large hotel, schools, churches, lodge rooms, halls, stores. | mined, the great Iron Mountain mine is no foundries, machine and carpenter shops. | more; its glories are departed; its 1,290

parts of the name meaning "Great Man." Won Favor of Sheng Ta Jen.

Sheng is a personage of great power at Pekin. With Ming he divides the patronage of the empire, as far as railroads are con- one hand and by the Chinese Development The emperor portioned off the cerned two great divisions-the north and the couth. The northern half he placed in under the direction of Sheng. Sheng Ta Jen comes of good family and has many followers. He is well educated in the his approval, adding, 'Am glad and grateful American sense of the words. He is rethat this great work has been so well acsourceful, enterprising and rich. He is a complished." born diplomat and in high popularity. His power and influence are enormous; he fields the one with a far-reaching touch, the other with a prophetic eye. When the emperor gave his sanction to the latest Ameriattitude toward possible international comcan railroad scheme it was not done withplications. It was impracticable to proceed out first consulting Sheng Ta Jen. Sheng with foreign business in which very large in the old days was quick to discover the sums of money were needed. People wished talent of Captain Rich. He retained the to wait until the war was over. Yet in the captain in his service and consulted him face of this one of the first things the comabout all engineering questions which might pany was expected to do was to make a arise. The influence of the American has very large deposit, in cash, immediately been felt all these years, and to it must be attributed some of the success of the from the Chinese government that the conmost recent projects. tract had been ratified. It was also neces-

One of the reasons why the Bash expedisary to expend \$100,000 in making a pretion failed was because of the reactionary liminary survey of the entire projected route spirit of many of the court officials in of the new road. Even these, however, were China is a conquered country. As Pekin. mere bagateffes when compared with the has often been the case, the people of the floating of the general securities of the road, north conquered the less calculating and for our own company had put itself under less far-seeing inhabitants of the warmer contract to secure a loan for the construcclime, and although that event is not within tion of the entire railway system with its the memory of man, yet the purer blooded attendant docks, warehouses, bridges, sta-Chinamen of the south look upon the Mantions and other appurtenances, at an estichu dynasty as usurpers, a condition which is always resented whenever opportunity ican gold. The enormous funds necessary arises. The great Taiping rebellion, which brought Li Hung Chang into prominence Chinese government 5 per cent, fifty-year, and placed General Gordon on the pedestal gold coupon bonds. of fame, was an enlarged evidence of the existing feeling. As a matter of fact the followers of the Manchu clan were afraid that were the railroad constructed it would provide an opportunity for hordes of rebels | scheme in view of the wonderful awakening in the United States concerning our interto fling themselves suddenly upon the imcourse with China and in view of the reperial capital and work great havoc, even if they did not succeed in ousting the em- markable change of attitude of the people Personally the emperor has not felt perer. He has been consistently for progress, but the power of the Tsung li Yamen or council has restricted his radical efforts. So while some railroad concessions were made in the empire, and while England and Russia have contended alternately for privileges which would favor the one or the other, there has, until the present year, been granted no railroad concession which aspires to tap the country in a way to bring all of its wonderful resources within easy reach of the civilized world.

How Present Franchise Was Won. vin S. Brice, who was associated with the given us a different opinion of the Ameri-



in hand during our conferences.

Interrupted by War With Spain.

Chinese Surprised by Our War.

"But the war seems really to have bee

general way as a sort of framework to go the importance of the agreement, and the upon, the wording and minutiae of the fact that I had no one to advise me, although I am not myself a lawyer, made i business being left to his own discretion all the more interesting. His excellency, and judgment. During prolonged negotia-Wu Ting Fang, did not allow any napping tions we came nearer and nearer to the point of settlement and incidentally gained either. He was greatly alive to the significance of the occasion and is a man ably a better appreciation of the Oriental charqualified to represent the most thickly popacter and its peculiar way of doing things. ulated country on earth. Twenty of the and the knowledge there gained stood me greatest banking houses in the world have put up the money and undertaken the contract without asking for the change of a "Finally, on April 14, a contract was signed

by Wu for the Chinese government on the single line in the document. I am proud to have negotiated a document that will company, for those capitalists who still had so materially hasten enlightenment, civiliza prospective railroad systems of China into faith in the enterprise, on the other. After tion and Anglo-Saxon federation. it was signed a complete copy of it was toms, in the hope that these tribes might transmitted by wire to Pekin, in order to be useful to me some day when I comcharge of Ming, the southern half he placed make assurance doubly sure. This formality monced my journey overland to civilization. caused a delay of but a few days, when an | For, of course, all hope of escape by sea had imperial decree was issued from the throne now to be abandoned, since my boat was ratifying the contract. Then Sheng cabled destroyed.

Soon after the loss of the bat, by the way, Yamba made me a small bark canoe about fifteen feet long, but not more than fourteen inches wide, and in this we undertook vari-"Two days after the receipt of this cable ous little excursions together to the various islands that studded the bay. The construcmessage Havana was blockaded, and the fuancial world became very uncertain in its | tion of this little cance was very interesting. Yamba, first of all, heated the bark, and then turned the rough part underneath in order that the interior might be perfectly smooth. She then sewed up the ends, finally giving the little craft a coat of resin, obtained by making incisions in the gum trees. Of course I missed my own substantial boat, and it was some little time before I upon receipt of the notice by Wu Ting Fang grew accustomed to the frail cance, which necessitated the greatest possible care in handling, and also on the part of the passengers generally.

Off on a Wombat Hunt.

One day I decided to go and explore one width of ten miles to the lower ramparts of the islands in search of wombats, as I and a depth varying from forty to 150 feet. wanted some skins to make into sandals for Chinese minister also is very proud of his part in this immense transaction. He is likely to receive important promotion for his services. He may be recalled to Pekin ment of mining industries, inasmuch as mated cost of forty million dollars in Amerleast a member of the Tsung li Yamen. | account of the high prices charged for sup-But the men who by lending their names plies could be worked to good acount. Moreare secured by a special issue of Imperial | and abilities as financiers insure the success of the enterprise deserve and will receive the proper credit for their liberality. I cannot state their names just now."

Men Behind the Scheme. From another source, however, some of the of remarkable advantage to the railroad names on the roster of the Chinese railway syndicate were learned. Probably no other company exists today which includes so many members of world-wide financial prestige. The list includes: Ex-Vice President Levi of the east toward the people of the west. P. Morton, T. Jefferson Coolidge, ex-minister in respect to this latter point Colonel, to France: the Standard Oil company, the Denby, recent United States minister to Vanderbilt family, the Carnegie Steel and China, told me of an interview which he Iron company, ex-Senator Calvin S. Brice. had with Li Hung Chang, during which the Senator Mark Hanna, Clement A. Griscom latter told Mr. Denby that the late war of the American line of steamers. General was a positive shock to the people of China; Samuel Thomas, Hon. Thomas C. Plate, that he (Li) and the Chinese generally had, Frederick P. Olcott, George J. Bippus, Presisupposed that the American people were dent Hageman of the Metropolitan Insurance like Chinamen (sic); that is, a peace-loving, company, Hugh J. Grant, ex-mayor of New humble-minded sort of people, whose only York, Colonel James McNaught, George F. thought was the furtherance of the arts Baker, Henry W. Cannon, A. N. Brady, of peace. 'I am surprised to find,' said Li. George Coppell, the law firm of Cary &

'from news that has come from Manila that' Whitridge, the firm of Moore & Schley, Early in the present year ex-Senator Cal- you know how to shoot so well. This has, Haven, Frederick Wessen, James P. McDonald, Hartley & Graham, George R. Sheldon, previous railroad scheme, and Frederick P. | can people. In fact, we are dumfounded William A. Reed, James Jarvie, Julius A. sure as you take them.

MADE MANY FORTUNES WHILE IT LASTED The latter city lies near the foot of the Grand canal, which waterway extends in a

northeasterly direction to Tientsin, very Story of a Missouri Mining Expedition near to Pekin, the capital of the empire. that Employed Thousands of Men It seems also to be a question only of time and Changed the Face of the when other roads must reach out westward towards Burmah, Thibet and Anam, and so Earth for Miles Around. form a means of direct communication with India. Such a system would rival

importance the great Trans-Siberian rail-Iron mining promised at one time to be ne of the greatest resources of the state of road, which now is being pushed rapidly Missouri, Iron mountain was discovered through Russia and Siberia. One naturally would not be more important than the very early in the history of the Mississippi

valley by the French explorers, who had They would compare in prestige. other. comparatively speaking, with our own remarkable faculty for scenting out min-Northern and Southern Pacific systems. erals. The discovery was soon known to the At any rate, the first steps in what civilized world and Iron mountain took the might be called the reclamation of China unique place in the geographies and geolohave been taken. Doubtless this railroad, gies as a solid mountain of iron ore and the with its civilizing propensities, will delargest deposit in the world.

stroy many of the traditional habits of life The recent announcement of the Iron Mountain company that all its lands in and character which characterize the people of the interior, but in the balance with this southeast Missouri, comprising over 20,000 must be placed the immense gain in com- acres, together with its houses, shops and merce by the world in general. And it buildings of all descriptions, were for sale should be borne in mind that it is American for farming and stock raising purposes is an object lesson on the fallibility of human capital which has taken the initial step in this great development. knowledge, and scientific human knowledge THEODORE WATERS. at that.

The rise and fall of this great industry Dr. Bull's Cough Syrup will not make makes an interesting chapter in the indusnew lungs, but it will cure incipient contrial history of Missouri. Believing the sci

Has Departed Forever.

ntific fairy tales about the inexhaustible mountain of iron, a company was organized in 1845 to exploit the great Iron mountain deposits. The first act of the company was

shipped.

rich.

known as the Joseph Pratte grant, with the The period of greatest activity in working Yukon, says the San Francisco Call, are to center. This was an old Spanish grant of organization. The immense cliff of ore in about 20,000 arpens, or a trifle over 17,000 acres, made to Joseph Pratte when Spain and rapidly disappeared under the army of owned all of the territory west of the Mis

sissippi river. The ore, as then exposed, consisted of cliff or pinnacle two or three acres in extent. rising perpendicularly to a height of seventy-five fect near the center of the mountain. The balance of the mountain was in was mined it was among the highest covered to a depth of several feet with a grade ores ever discovered, averaging 64 porphyry soil, which was filled with detached pieces of iron ore. The company's first work was in getting out this loose ore, try, if it had held out, so easily was it obwhich they did by the process known as tained.

miles, regardless of the fluctuating stages hydraulic mining. of the river, which maintains an average A reservoir was built on the top of a neighboring mountain; a stream in the valley was dammed, forming a lake of over 100 By using this water highway up to the acres, both of which are standing intact to-Tanana and Nulato supplies could be placed day, monuments of the faith the promoters in the heart of Alaska almost as cheaply as had in the permanency of their encorprise. though shipped to St. Michael. Such fa-The water was pumped to the reservoir cilities would mean an enormous developand thence piped to the Iron mountain at any moment and made viceroy, or at many claims which are now unprofitable on where it was let loose with giant force upon the friable soil, washing it away and leav ing the ore to be picked up and hauled over, plentiful supplies in central Alaska to the smelter, after the manner of mining would mean an enormous increase in the amount of prospecting done. Experience on the famous Comstock lode.

> long before the railroad was built to that point, and the ore and pig iron was transported by means of mule and ox teams to Ste. Genevieve, on the Mississippi river, a distance of forty miles, a plank road being constructed for the purpose. From Ste. Genevieve the iron was shipped to St. Louis and to manufacturing points up the Ohio. river.

at high tide. This bar is of soft muck, and pany's operations can be gathered from these varies from a quarter to a half mile in It is apparent that the bar originated facts. They were on a gigantic scale. The through the long-continued deposit of river In fact it has been found that the sea itself has been partly filled up by hundreds, and a farm of the sediment for some distance out from was cleared up and put deepest water is toward the You invite disappointment when you ex-periment. DeWitt's Little Early Risers are therough little pills. They

the mine and its collateral enterprises. For made to fit the case and account for these years the regular force consisted of 1.200 largo pockets of iron ore. The latest exemployee, variously disposed in mining, planation advanced and now universally ac-

s and dwelling houses, and provided workmen have dwindled to twenty-five, who everything necessary to a city of this size. are now engaged in scraping up and sorting In its prosperous days it would have been the last of the tailings, preparatory to abancalled a boom town and was one of the doning the works forever.

The once busy population is scattered; not best markets St. Louis rad. Commission men shipped provisions and produce there fifty of them are left. The churches, schools a large quantities and of all descriptions, and lodge rooms are descried. The dwelling and received what would now be considered houses are crumbling on their foundations. enormous prices. Very little farming was Not a store or shop is open; Uncle Sam does not even maintain a postoffice and but one carried on in the vicinity in those days, train a day each way stops at the dilapidated the all-absorbing question being mining. The Bessemer process of smelting was railway station. The little graveyard mainunknown in the early period of the Iron tains its population, but has not grown very rapidly of late, except to weeds and bushes mountain workings. Charcoal was used ex-It is a picture of ruin and desolation to be clusively, for the burning of which large seen only in ancient lands and in the minquantities of timber were required. Luck ing camps of modern America. ily, it was close at hand. The whole coun

There was a time when the mining magtry was heavily timbered and charcoal-maknates brought their friends here and entering was an important branch of the opertained them in regal style. It lies in the ations. All the timber on the original tract Ozarks, in the most beautiful part of Misof 17,000 acres was soon consumed and adsouri. The mountains rise to a height of ditional lands were purchased from time 300 and 400 fect, surrounding peaceful valto time, until the holdings of the company leys of Acadian loveliness, through which reached the grand total of 31,000 acres and flow sparkling spring-fed streams. A few practically all of the timber on this immiles below is the famous Arcadia valley. mense body had been turned into charcoal the summer home of many prominent St when the Bessemer came into general use Louisans. Now the sons, daughters and On its advent smelling at Iron Mountain heirs of the original stockholders come here ceased and thenceforward only the ore was for an outing to ride, drive, tramp and hunt over the vast tract that their fathers and

Period of Greatest Activity. grandfathers turned to such good account.

had ever before been heard of, where an

enormous body of ore projected above the

surface and had to be shunted down to

In 1869 the company was reorganized It is a pity that fondness for ancestral with the following prominent citizens of St acres has not come to be a trait of the American character. What a hunting pre-Louis as the sole stockholders: James Harserve and summer home this would make rison, Charles P. Chouteau, Julia Maffit with its heavy second growth of oak and hickory of thirty years' standing. But such is not to be its fate. It is to be cut up into small farms, that grain, stock and fruit raising may take the place of mining and the center of the mountain was attacked again bring back prosperity to the now quiet valley. workmen then employed. No such mining

To Save Doctors' Bills Use "Garland" Stoves and Ranges.

Sheriff Protects His Prisoners

terra firma before it could be londed and shipped. In addition to the ease with which FOREST, Miss., Oct. 24 .- The negro rioters from Harpersville were landed in fail here Sheriff Stephenson and his posse per cent of pure iron, and promised to had a fight with a mob of whites, who made a desperate attempt to lynch the negro pris-oners soon after the party left Harpersville. revolutionize the iron industry of the coun-The sheriff and his aides formed circle about the negroes with drawn revolvers and

For years the great work went on, with forced their way through the mob. The negroes who escaped into the swamp are no sign of the coming eclipse. Iron Mountain was busy, prosperous and the envy being holly pursued by a large crowd of white men, and news of another battle is of the whole state. Millions of tons of ore were taken out, money accumulated in the momentarily expected. The telephone line coffers of the stockholders and they waxed to Harpersville has been cut and communi ation with the scene of hostilities can only had by couriers, Governor McLaurin The mining had proceeded for perhap returned to Brandon at noon after making

was all

The

fifty-feet below the level of the mountain a speech to the whites there urging them top, when one fine morning the drill struck not to molest the negroes now in the jail porphyry. When the iron was found to ex-



"I have gone 14 days at a time withou movement of the bowels, not being able to move them except by using hot water injections. Chronic constitution for seven years placed me in this terrible condition, during that time I did ev-erything I heard of but never found aby relief; such was my case until I began using CASCARETS. I now have from one to three passages a day, and if I was rich I would give \$10000 for each movement; is is such a relief." AYLMER L. HUNT, 1959 Russell St., Detroit, Mich.



Pleasant, Palatable, Potent, Taste Good, De Good, Never Sicken, Weaken, or Gripe, 10c, 30c, 50c ... CURE CONSTIPATION. ... Sterling Hemedy Company, Chiengo, Muntreal, New York. 30

Smelters Erected. has shown that river steamboats on the Two smelters were erected, and much o It was with a thorough understanding o the ore was smelted on the spot. This was running a short distance into the mountain these facts that the United States Coast and then giving out. More porphyry reared and Geodetic survey office outfitted a party its head in the ore body, until it last spring to go to the mouth of the Yukon cut up by these intruders and nothing was and make a careful survey and ascertain whether or not the rumored deep sea enleft but pockets here and there. Finally, Captain these petered out, when the mining had Pratt had the work in charge, and since bereached a point in the mountain about on covered, but without result. A uniform bar

a level with the surrounding valley, and the days of the great Iron Mountain, the appears to exist, crossing all of the varoius inexhaustible deposit of ore, were numoutlets, with about six feet of water on it Some idea of the magnitude of the bered. The scientists and theorists then opined that this was only a detached body of ore and number of mules and horses necessary to advanced the proposition that the mother transport the ore reached into the i lode was near at hand. Repeated borings to

1,800 enormous depins in all the surrounding country failed to vindicate their theory and under cultivation to provide them hay, cats | not another trace of iron was found. and pasturage. During its palmy days a experience of the Pilot Knob company near small army of men was employed to operate by was similar and new theories and to b

ON THE YUKON BAR. Very Wide Mouth, but Only Six Fee the purchase of a large tract of land Jules Valle, Henry Belin and Felix Valle. The latest advices received from the gov effect that failure has attended the effort to discover the entrance for deep sea vessels. It is now believed that no such entrance exists and that before the Yukon

can be made navigable for ocean craft considerable dredging will have to be do the bar which cuts Bering sea off from This news will prove a great disappoint ment to all persons interested in the development of Alaska. For a long time past there has been a widespread belief that a so-called "true mouth" existed, through large steamships could enter the Yukon. Once in the stream it would be an easy matter for them to ascend nearly 800