

## SUMMERING ON THE YUKON

Ewift Steel Steamers, Each with Three Captains on Board.

STORY OF MAUD, THE WALKING BOSS

Quaint Little Tramway at the Head of Miles Canyon - Road Around the Rapids-Cheerless Bennett-on-the-Lake.

(Copyright, 1900, by Cy Warman ) Bennett-on-the-Lake is the one absolutely cheerless station, the one inhospitable port, one dreary, desolate, uneheltered, unshaded shore on the long trail from Chicago to the Klondike. It is here that the pilgrim, for the present, leaves the White Pass railway and boards a river steamer for Can-

Bennett. The winds blow at Bennett without ceasing. In winter they wail up through the narrow neck of the lake, cry across the snow and sob and moan in the icy eaves of the tron freight houses. In summer they complain constantly, sighing over the sands slong the lake front and powdering the faces of passing pedestrians with pulverized stone -the natural paving in the one street of

The only cheerful spot here is the picturesque club house, standing high up on the shore, overlooking the beautiful lake. Oh, the scenery is all right! From the wide veranda of the quaint little club house you can look out over the clear water, sleeping peacefully between the grand old hills that rise abruptly on either hand. Far away the lake narrows to a river and is lost to view among the distant dim mountains. Now the wind seems to have sobbed itself to sleep. The sun is einking behind the hill as we go down the steep bluff, board the steamer Australian and sail away. Our new-found great mill race. friends-jolly good fellows-at the club house are waving us adicu.

As we sif down to our first meal on the waters of the mighty Yukon we observe that if anything were left of the boat, pounded beer has bounded from 75 cents to \$1.50 a to pieces on the hidden rocks in the rapids bottle. The lake has pinched out and we of White Horse. But the engines hold her are now riding the swift waters of the ma- until a line is made fast to a spruce tree, jestic river. How they hit these river boats! This one has powerful engines and they are the wheel still working to relieve the tenbanging them for all they are worth. I think it is trying to shake us to sleep.

Jim has just come up from the engine room and down from the pilot house and he assures me that this boat is "dead safe." Built in Pittsburg, it is all steel, 115 feet long, twenty-six feet beam, with waterbig searchlights that are constantly sweeping the shore on either side of the river. dark here in the summer.

The manager of the company proclaims to a Canadian master, the company has two boss thoroughly experienced swift-water Ameri-

## can pilots on each of their boats." A Threefold Captainey.

And they do. A Canadian captain sits at the head of the table, but a Yankce runs the law. The former to satisfy the boat, the latter presumably to satisfy the passengers. It is not that the Canadian lacks intelligence or training, but they are sallors of the lakes while the Yankees come from the overchanging Missouri, the treacherous Missis sippi or the swift Columbia. Naturally there is a good deal of friction. Both the Yankee pilots must have a captain's license; each is called captain, and the result is that there are three captains on a boat, and each feels that he is the captain, but he is not. By and by, when the Canadians get used

to the twist of the trail and the speed of current, they may take charge in the pilot house, but, as Jim puts it: "You want a swift-water Willie at the wheel on these curves and rapids.

Now the winds begin to cry and moan The ship lists and leans far to the leeward We are passing the famous Windy Arm. I

Far away somewhere in a remote corner of the ship-perhaps up in the pilot house or down in the engine room, or in the stew-ardess' boudoir-1 hear a woman's voice singing without accompaniment, sweetly plaintively "Far away Far away."

That was the last I knew until the sur came in at my little window and warmed my nose. The sleeping is glorious on the

We hurried through our breakfast so as to be out at the canyon. We have slept through beautiful Lake Marsh, and are now in the kinks and curves of the Yukon, swift and deep. The current here runs three to four miles an hour, the boat makes fifteen, so we are gliding along between the softly shaded hills just fast enough to make it interesting. There is no snow to be seen,

no mountains near; neither is there valley teen"-something. ever the forest fire sweeps the hills the beautiful fireweed grows and blooms. And thus nature hastens to hide her scars.

No Flotsam on the Strenm.

The river is unlike any other river I have ever seen. There is nothing floating on the face of it, no drift along the shore. Pacific. grow right down to the water edge.

ranged along the shore A deep, narrow trail lies over the hill. the wall and see a boat go by. One end of it hangs in the water. The port called Cariboo Crossing.

the end of which we see a couple of river above a whisper. "We have a fraction of a boats, like our own. Beyond the boats are claim near 17 Eldorado-one of my brothers good-natured fireman, engineer and conwho operate the tram and offices of some pan. We covered it up, quietly-it will of the steamboat companies. On the right keep-you know-and now I'm going out to would not go on and we were obliged to bank are some Indians near a wood pile return next year." making frantic signals to our boat. They want to sell their wood.

At the far end of this open water the river turns sharply to the left. The current is becoming swifter. Suddenly the boat turns her tail down the river, the bells jingle, the wheel revolves furiously as we a fine athletic young policeman rushes down, swing about just above the narrows, where the water sweeps through like a

Now, if the engines should become disabled, we would be sucked into the millrace, slammed through Miles canyon, and, and we swing gently to the floating wharf. sion of the headline.

Here we break bulk. The quaintest little railroad runs from here past Miles canyon and White Horse rapids to White

Horse station-five miles. Passengers from the Victorian, outward bound, are tramping in over the trail, going | tight compartments, electric lights and two aboard the Bailey and the Sifton. Some have come up "by rail" and are already aboard ship. These are necessary, however, only for an Irish face, wearing a red dressing eack, a death. hour or two at midnight and then only in black hat with a red plume, is weighing his hand, "man thought his grip had gone the shadow of the hills, for it is never very in at the purser's office. She has sundry back on that boat, but it hadn't." sacks of gold dust and some beautiful nug-

> I asked about Jim Hall and they told me that he was one of the new-made million-

covered with a thick growth of low spruce. man looked up. "Well," said the foreman, Here and there fires have destroyed the for- "you blank of a blank, you hittin' the pipe and get ver dust."

That was the way she handled the men and it is related that she saved many a cut when the right of way was cleared.

This, the first "railway" in the Yukon nugget for Hall.

A Look at Miles Canyon.

cations of a flood. The water is clear and scow comes around the bend. There is only spruce road is clearing \$1,000 a day carrying almost as green as the waters of the South one man, the expert, who takes boats freight and people into a country that is sticks that ends the effort. It cannot be Hirsch fund has advanced the money, the debating nail upon the head. The saints The trees and grass and moss through here and over White Horse, a mile supposed to be dead. or so below, for \$20, \$50 or \$100, according of a train. It is thrilling, even to stand on the new copper fields.

his face, but he is a quiet, undemonstrative Now we round a bend and enter a broad, man, so I ask him boldly how they are comparatively quiet stretch of water, at breaking. "Fine," he answers, scarcely the passenger list. long rows of low log houses, the homes of has been there for some time. The other the Northwest Mounted police, of the people day we found dirt that washed out \$9 to the

As we talk we must keep turning this way and that to fight off the flithy Indians. who thrust their dirty heads into our faces and their thieving fists into our pockets. Now the boat bound for Bennett casts off. When it is a good seven feet from the wharf takes a run and jump for the moving boat. Every one holds his breath, for the water is swift and deep. Moreover, if the man falls gretting my dollar. to reach the boat he will fall just above the whirling wheel. He lands with the breas of his brown duck coat on the edge of the afterdeck. There is no one aft to help him. His legs are swinging under the boat-the paddles of the stern wheel barely miss him For a moment he hangs helpless, with only his elbows and hands on the wet deck. Now he begins to hunch himself along, like a cat

grasps a brace and pulls himself aboard. All this time the headline is still tugging at the bow of the boat, to keep her nose up stream. A moment later the policeman, having raced up the stairway and down again, runs forward, and, just as the line is cast off, leaps from the lower deck to a rowboat and from there to the shore. As he walks past, panting like a ferry engine. A dark woman, with a hard, happy, I ask him why he has romped so near to "Oh," he answers, with a wave o

aires of the Klondike and owner of "seven. White Horse-the empty cars on the Spruce

THE ORIGINAL.

Mr. Fatts-Where did you learn to tub in this manner?

Attendant-In India.

Mr. Fatts-Ah, I see-India rubber.

on the edge of an eave trough, and finally

That was all. This fearless young mar gets. I asked about this bonanza queen and had risked his life to do a stranger a good his patrons that: "In addition to carrying was told that this was "Jim Hall's walkin" turn. It was not a part of his business, but he did it and thought nothing of it.

Freight for White Horse. Now the empties begin to rattle in from

TO THE.

FURNACE

or bottom lands. Just the rolling hills that A miner sat smoking behind the dump one freight, using a scrubby cayuse as switch the pressure on the gun at the time of its route lay northwest, through Kansas and stairways also on each side of the arcade seem to part to let the cool, green river day. Mand, the walking boss, crept up, engine. The motive power of the Spruce discharge will be 36,000 pounds to the square across the southwestern part of Nebraska Both these features are novelties in teneslip through. Sometimes the hills are bar- peeped over the dump and caught him, red- line consists of twenty-six horses, the rollren save for the short grass, sometimes handed. She shied a pebble down and the ing stock includes thirteen four-wheeled. unpainted freight cars, about the size and ests, and there is a field of flowers. Wher- at fifteen dollars a day? Come to the cabin wheels of the cars are wide and concaved, between the outside radius of the gun itto fit over the round spruce rail. The ties

country, is better for the moment than anybody's mine. Each of these cars, drawn While waiting for the wagons to return by two ordinary horses, walking tandem. It from White Horse I walked down to have a driven by a man who handles freight at impresses one as being bran new. It is look at the famous Miles canyon. At first each end of the line, earns \$40 a trip, makeasy to fancy that the channel was empty glance I was disappointed. After standing ing from two to three trips a day. The foreyester-lay; that the water has just been on the walls and looking down into the man said operating expenses were \$500 a turned in. This is because the river is Royal Gorge, after seeing the canyon of the day. At least half that was dust in my "high" now, but there are none of the indi- Colorado, this is tame. But wait until a eye. Call it \$300 and this five miles of

"You come on the last car and look after is just like a big brook. Any other river to the value of the cargo and the owner's the luggago," said Captain B. "I'll go on you City, at the head of Miles Canyon, where in this condition would be "bank full," but, ability to pay. He steadies her at the head, to White Horse, round my fellows up, secure there is another change to "rail" around as I said before, there are no banks-there and then the current catches her and slams, a boat, and if the Victorian does not sail White Horse rapids, a hundred miles from is no bottom land-only gentle, rolling hills her through the narrow gorge at the speed until midnight we'll take a scoot over into of nine feet.

> About 1 p. m. my car left the station and Here comes an Ottawa man whom I met | about 1:03 left the track. The sharp rim of pilot says it is made by the cariboo coming in June last, bound for Dawson, full of hope the wheel cut into the rail, climbed it and down to drink. Early last night we passed and enthusiasm. I try to fead his story in dropped to the ties. A delicate looking woman from 'Frisco with an 8-year-old boy,

ductor make wooden from for the wheels. and tried to drag it back on the rail. It

send back to the canyon for help. Finally we were on again-gone again When the little boy was walking in the dust of the trail he cried and complained. When his mother put him on the car he regretted it, for there was great danger of dislocating his spinal column. I paid a dollar to ride and when I was not helping Eldorado and long wagon trains were to be to get the car on the track I was walking

A Little Klondike Romance. "There," said Mrs. M. to her little boy,

there, dear, are the dreadful White Horse here over this rocky trail we walked with bare, bleeding feet.' learned that Mr. M. had been wrecked in the west. rapids some two years ago. His boat, with ! his leather coat and notebook in the bottom of it, drifted all the way to Dawson. A San Francisco newspaper correspondent found the coat, guessed the rest and Mr. M. was mourned as dead at 'Frieco for many

contradicted the story of his death, and now,

after two long years, his wife and boy were

Finally he reached Dawson and

going to join him at Dawson, where he has a profitable law business. Across on the opposite shore, high up on the bluff, we can see another tramway-an opposition line. It is a better road than this, has "sawed rails," the drivers tell us, but it is not being operated. This company has bought it to cut off competition there being no law in Canada against the 'consolidation of competing parallel lines.' It has cost the Spruce line sixty cool thoutrams will be worth in the neighborhood of

When I reached White Horse it was 4 p. and gone to the copper fields without me. I by a rope through a pulley at the top of the I was not sorry, for an old Colorado miner told me, confidentially, that the "skeeters | If the wind was high the smaller was to were thicker out there than fiddlers in the be used, and if it was low the larger was to CY WARMAN.

BIGGEST GUN IN THE WORLD. New Arm of Defense Will Have Range

of 20.76 Miles. The operation of shrinking a jacket on the 16-inch gun at the Watervliet arsenal at the end of the bar for the captain, and be having been successfully performed, the steered by pushing the bar to the right or great gun is being completed. The first at- left. The craft rigged out weighed 350 tempt to jacket the tube was unsuccessful, the outer piece having stuck fast a few of 500 pounds, the camping outfit and proinches away from the point for which it was intended. The second attempt, as described in the New York Tribune, was successful in every particular.

powerful piece of ordnance in the word stretch of several miles and a good stiff tons. Its length will be forty-nine feet six sai, the craft stuck its nose down to the Inches; the diameter of the breech six feet ground and came near capsizing. He slacked two inches; the size of the bore sixteen sail and set out again with the large sheet inches. The theoretical range of the piece rerfed and the smaller full against the wind. will be 29.76 miles; weight of projectile and away it whizzed. It went so fast that 2.370 pounds. The projectile intended for the the boxing in the wheels heated. Then, hig gun is sixty-four inches long, and the when it went over a little knoll it leaped newder charge consists of 1,069 pounds. The about thirty feet into the air and came down powder will cost \$265 and the projectile \$600, with a crash. so that the cost of every discharge, exclusive His vessel was a wreck, but Mr. Peppard of wear and tear on the gun and pay of peo- was not discouraged. He made new spinple employed in its manipulation, will be dies, repaired the damage and in a few days \$865. The projectile, with its initial ve- he and three companions were ready to start. lecity of 2,600 feet a second, will penetrate Profiting by his first experience, Mr. Pepwrought iron to the depth of 41.6 inches. To pard chose a day to start when the wind attain its maximum range the projectile was blowing only about ten knots an hour.

inch.

Although the gun is of monstrous proportions, it is put together with the nicety shape of an ordinary transfer wagon. The of a delicate instrument and the difference self and the inside radius of the jacket run faster than that rate as the boxing would are of the same material-spruce-and were which was shrunk on last week was only have heated. One day we went fifty miles six one-hundredths of an inch after the in three hours and in doing so passed 625 jacket has been heated. The jacket, weighing | teams." thirty tons, must be lifted while hot from the furnace and awung up over the gun and then lowered into place.

"The slightest inequality in the heating, said Colonel Farely, the ordnance officer in charge of the work, "an error of the small est fraction of an inch in the measurements, and all these months of preparation will have been wasted, for once that jacket heated and taken off. It must be cut off.

CAPTAIN PEPPARD'S LAND SHIP.

Journey Over the Plains of an Ancient Prairie Schooner.

In these days of automobiles, motor cycles to know that one of the early inventions in We unloaded. I helped the long, lank, this country to do away with animal motive power originated in Kansas City, Kan. Samuel Peppard was the genius who constructed Then we hitched to the rear end of the car a vehicle that carried him and three com- floor, making 140 families in the ten build- will not attack cedar. It is claimed by some panions over the plains from Oskaloosa allings, the height being seven stories. There that hemlock is antproof. Should this fact most to Denver, and with such rapidity, too, will be two elevators in the arcade, and be proved, the question of a market for hemthat he not only passed all the white people ornamental bridges will connect each floor lock has been solved. journeying the same way, but easily distanced Indian pursuers and won for his rig the unstinted admiration of the red men.

It was during the time of the excitement following the discovery of gold in Colorado, A great many people had set out for this seen every day moving across the plains, Mr. and when I was not walking I was re- Peppard was anxious to go, but there was one great difficulty in the way-he didn't have the money to buy horses and wagon. So he sat down and thought it all over, and then as a result he gave out that he was gorapids, where papa's ship was wrecked and ing to build a wagon with a sail, which he thought would make the trip in about as good time as any prairie schooner that was Scenting "copy" I introduced myself and floating around over the wild and woolly

When he first began to build the wagon the wise men of the town all laughed at him for wasting his time on such a craft, just as other wise men of Noah's time scoffed at the good patriach. Mr. Peppard's advisers declared that if he attempted to navigate such a craft he would certainly be killed, and the people in general looked the wagon over, shook their heads and called it "Peppard's

But Mr. Peppard kept on sawing wood and turning it into wheels and running gear and boards. At last it was finished. It was made of rough lumber and shaped like a skiff. It was eight feet long from prow to stern and three feet across at amidship and two feet deep. The bed was placed on a running gear with axles six feet apart, the wheels all the same size and about as large sand. When the White Horse & Yukon as the front wheels of a buggy. A ten-foot road is completed to White Horse both these | mest was fastened to the front axle and came up through the bottom of the wagon hox, and to this two salls were rigged, the larger eleven by eight feet, the other sever My friends had given me up for lost by five feet. They were both to be worked

> be employed. The wagon had a brake and a rudder for steering. The hounds, instead of having a tongue attached, came up over the top of the bed and were welded together. A bar was fastened here and extended back ward three feet. There was a seat placed pounds, carried a crew of four men, a cargo visions serving as ballast.

Before Mr. Peppard started on his overland voyage he made a trial one mile south of cakalo sa, on the present site of the Jef-The gun when completed will be the most ferson county fair grounds. There is a level weigh, without the carriage, 126 breeze was on. When it struck the large

until they struck the South Platte river, and | ment from there they went toward Denver. "Our heat time was two miles in four

the incidents of the journey. "We could not

PERFECT TEXEMENT HOUSES. Improving the Condition of New York Working People.

Some novel idea in the model apartment line will be incorporated in a group of new against them; he was a brick, energetic, buildings that are to be erected at a cost skillful soldier, and he was an invincible of \$300,000 in the borough of the Bronx, reports a New York letter. The Baron de felt, as having the art of hitting the right aim being to provide better homes for work- had an instinct that he was their man, Then the work must be done all over again." ing people at a moderate cost. There are and that they could trust him to stand by It was necessary to construct new ma- to be two rows of tenements, one row on them when the day of trial came. A good chinery to make the gun, a notable piece one side of the block and the other di- commander of horse, says the experts, is an being a lathe 135 feet long, with a swing rectly opposite. In the intervening space, rare as a good commander-in-chief, he needs midway in the block, will be constructed so rare a union of prudence with impecornamental arcade for the common use of all the tenants. There will be five distinct buildings opening on each street, makthe block is 200 feet. The central areade ington mill has taken an order from the and horseless vehicles, observes the Kansas and be covered in with a glass roof. The cedar for use at Manila. The first governwho had been ill all night, and I made up City Journal, it may not be uninteresting ground floor will contain a kindergarten, ment buildings were built of fir, but the

line. While the horses cut the men load the will reach an elevation of five miles, and The first day they went fifty miles. Their with the elevator platforms. There will be construction. Light pressed brick, with Indiana limestone trimmings, will be the material used on the steel framework. minutes," said Mr. Peppard in describing It is the intention to make the structures as nearly fireproof as possible.

Cromwell as an Idol.

"It was not until 1645," says Mr. Morley in the April Century, "that Cromwell had begun to stand out clear in the popular magination, alike of friends and foes, as a eader of men. He was now the idel of his He prayed and preached among them; he played uncouth practical jokes with them; he was not above a snowball match commander. In parliament he made himself

Buildings Enten by Ants.

ing a frontage of 150 feet. The depth of Mississippi Valley Lumberman: A Washwill extend up to the cornice of the houses United States government for 500,000 feet of nurseries, recreation rooms and a club white ants which infest that country ate it room, all for the exclusive use of the with apparent relish, and with so disastrous tenants and their families. There will be effects to the buildings that cedar will be accommodations for two families on each substituted, it being claimed that the ants

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