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THE MUSKOKA COUNTRY.

Progress of the Pacific Branch—A Dynamite Factory—The Big Sawmills—The Scott Act.

From a Correspondent of The World.

GRAVENHURST, Sept. 9.—Work on the Callendar branch of the Northern railway is being pushed forward vigorously in this section, and has done a good deal towards improving the business of Gravenhurst. The number of men employed in the construction has converted nearly every house in the town into a temporary boarding place. But the Italian laborers do not add much to the wealth of the village. About thirty of them live in a stable, or rather a building originally intended for that purpose, packed together to suffocation, doing their own washing, mending, and cooking what by courtesy is called their food. For the latter purpose they built a fire in the woods. This fire spread, and a conflagration was the result, threatening with destruction the entire town. When a citizen of Gravenhurst went to caution them, and threatened them with the terrors of the law, they set to work with alacrity to subdue the flames. Their entire method of living excites the wonder and disgust of the people here.

To build a railway here is a work of enormous exertion, as the large rocks and boulders met with sometimes require days for their removal. This has given rise to a new industry in Gravenhurst, nothing more or less than the manufacture of dynamite on a large scale. The works are hidden away in a deep valley about a mile north of the town so that in the event of an explosion the people have very little to fear. The work is carried on by the Hector powder company with F. Nugent as overseer. More than 1000 pounds of the explosive is manufactured every day. As soon as the cartridges are finished they are stowed away in an adjoining building. At the time of my visit there were over 15,000 pounds of dynamite stowed in this building. As a gentleman remarked, there was enough of the destructive compound to split the rocks of Muskoka into fragments or blow England and her institutions into the German ocean. This company has secured the contract for supplying the dynamite for the construction of the new railway and also expect to furnish the Trent Valley canal with the same material. The dynamite is also used largely by the settlers for removing stumps and rocks from their lands.

If a person wishes to see sawing reduced to the fineness of a science then let him visit the sawmills of Gravenhurst, and his wish will be gratified, provided he can approach without being blinded by the flying smoke, cinders and sawdust. There are on the Muskoka bay nine mills in full operation with over 300 hands employed.

Perhaps the land in the immediate vicinity of this town is of very little use for farming purposes, but after the immense quantity of timber is exhausted and the lumbering industry is a thing of the past, the country around here, though not likely to be cleared and cultivated, will still be valuable as pasture land. It is conceded on all hands that sheep thrive better in Muskoka than in any part of the Dominion.

One gentleman here has set the citizens a good example and taught them what can be done by a careful cultivation of fruit. This is Rev. A. Dawson of the presbyterian church. Previous to his coming to this place about four years ago, this gentleman lived in the fruit-growing district of Niagara. He has in his garden now different varieties of fruit, but has been especially successful in the cultivation of grapes. Had these grapes been exhibited at the Toronto fair Muskoka would have had no reason to be ashamed of her produce.

Just now society in Gravenhurst is excited over a local elopement case. A tinsmith in the town, with a wife and son, for a long time flirted with a dressmaker who carried on business next door. One morning a woman in Gravenhurst was a grass widow and the dressmaking establishment was deserted. The grass widow has, however, shown herself possessed of a great deal of practical common sense, for instead of sitting down to weep or striving to find and bring back her truant husband, she has advertised his estate for sale, so that in the event of the naughty man coming back to his former love, he will find his real estate converted into cash and beyond his control.

As this part of Muskoka is included in North Simcoe, voting on the Scott act takes place here on Oct. 9. Very little excitement prevails over the matter, for though it is expected that Gravenhurst will give a majority against it, it is a foregone conclusion that the act will carry in the county. The hotelkeepers take very little interest in the question, but their apparent apathy is not to be accounted for by indifference. Theirs is "the sullen calmness of despair."

— · · · · Delicate diseases, affecting male or female, however induced, speedily and permanently cured. Illustrated book three letter stamps. Consultation free. World's Dispensary Medical Association, Buffalo, N. Y.

It is said that Spain will order this year an ironclad of from 8000 to 9000 tons and carrying 50-ton guns in revolving turrets if the necessary money can be raised. The Madrid correspondence of the London Times says of the project that "to those who know Spain, her resources, and the necessity of limiting her marine warfare to strictly defensive purposes, except so far as swift cruisers might molest the enemy's traders, the order for such a vessel is an act of gigantic folly, both as regards its first cost and its future maintenance or usefulness."

—A field of corns.—Thomas Sabin of Eglington, says: "I have used Holloway's Corn Cure with the best results, having removed ten corns from my feet. It is not a half way cure or reliever, but a complete extinguisher, leaving the skin smooth and clear from the least appearance of the corns."

The Digger Indians were, until a few years ago, considered the most ignorant and least intelligent human beings on the Pacific coast. Those who live on Rancho Chico have now been educated in civilized ways. They have learned to read and write almost as well as white people, and some of them have even become musicians. They recently gave an entertainment in San Francisco under the care of their instructors. Sunday school hymns, national songs and other musical and metrical compositions were rendered by their choir in a very felicitous style.

—People who reside or sojourn in regions of country where fever and ague and bilious remittent fever are prevalent, should be particularly careful to regulate digestion, the liver and the bowels, before the approach of the season for the periodic malady. The timely use of Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure is a valuable safeguard against the malarial scourge. It is acknowledged to be the best blood purifier in the market.

"Aw, pull down your vest," said a slangy young man to a poor beggar who asked his aid. "Gimme one and I will," replied the beggar sadly. P.S.—This table teaches us that we should help those who are willing to help themselves.

AN ADVENTURE.

BY J. A. T.

In the year 1865 I was conductor on the Va. and O. R. R. night express train.

At each end of the road my train connected with another express, which ran up and down on alternate nights, on another road.

The night express from Cincinnati arrived at 9 30, and we had to stop at Clarksburg and wait for its arrival, when we did some switching, and then continued on to Baltimore.

At this period various reports concerning the Ku-Klux-Klan were abroad. Daily rumors arrived of some trains, in the most southern part of the state, being stopped and boarded; but we, feeling more secure in our more northern situation, paid but little heed to these sayings.

My engineer was a tall, stout, good-looking man, of some 35 years of age. There was something about him which caused me to dislike him. Outwardly, to all appearance, he was an honest man; but to me there was something in his eye which boded no good. The fireman was a man whom we all liked.

Our engineer's name was Dal Ryvers, and the fireman's was Joe Miller. Dal was not a very "steady" hand, as we railway men say; almost every week he was absent from his post. But he always gave some plausible excuse, and no more was thought of it. On this particular night of which I am going to write Dal seemed in excellent spirits, and stood innumerable treats with the crowd about.

It was yet twenty minutes of the time due for the Cincinnati express. Dal and Joe were in the bar-room drinking with a couple of rough-looking fellows, who seemed to be flush with money.

I paid but little attention to this at the time, and continued to pace the platform.

Ten minutes passed, and then the far-off whistle of the approaching train warned Dal that it was time to be on hand. He came slowly out of the bar-room, followed by Joe and his two companions.

But little time was taken up in exchanging engines, and we were soon ready. As I was about to give the signal to start, I noticed Dal in close confab with his two rough companions.

"All aboard," I shouted; and, jerking the signal-string to be off, we were soon moving out of the depot. The two men jumped on the car next the engine, and remained standing on the platform. I saw nothing extraordinary in this; but still my suspicions were aroused, and I determined to watch the strangers. After gathering the tickets, and answering the many questions of the passengers, I repaired to the rear of the train.

It was a cloudy night, and seemed disposed to rain; for large drops were now falling. I did not remain long outside, but went forward in quest of the strangers. I found them in the smoking-car, busily occupied with a deck of cards. I could watch all their doings from my position outside. They played for a while, then rose and came toward me. They opened the car-door, and stood on the platform of the car. The darkness of the night prevented them from discovering me; and I, fearful lest they should detect my presence, stepped noiselessly off the platform on the steps, where I crouched down in a listening attitude.

The taller of the two spoke first.

"Good; the night is just suited for the purpose. Is it not, Wells?"

"Yes, exactly. How far is it to the appointed place now?"

"Some thirty miles yet. We will make a grand haul this time, for I noticed they have got a considerable pile of baggage on board. If Dal does his part well, it will prove an easy task. Are your things all right?"

"Yes," replied the one called Wells, drawing from his pocket a piece of pasteboard with curious devices on it.

Pressing his finger on a part of it, the pasteboard flew open and assumed the shape of a hideous skull. This he passed over his head, and he stood before his companion like a messenger from the dead.

"That will do. And now be ready when you see the light ahead."

The two men entered the car leaving me alone, filled with astonishment.

At first I had thought they meant something wrong by their actions, but the idea of being boarded by the Ku-Klux-Klan never entered my head.

But now the startling reality of our position burst upon me. Something must be done, and that quickly. I immediately entered the cars and reported what I had heard to the brakemen, who promised to take care of our troublesome passengers.

I also told them not to "brake" the train, should Dal give the signal to do so. I next repaired to the baggage-master and warned him. Then I went to the engine to watch the movements of Dal.

We were now within a few miles of the spot where I expected we would be stopped, and were going at a rapid jog.

The darkness by this time had increased to such an extent that it rendered all objects on the engine almost undistinguishable.

Whenever Joe opened the furnace door, however, I could plainly discern by the light thrown from it, the full movements of Dal, as he kept up a sharp look-out ahead.

Suddenly a bright light appeared ahead, seemingly like another engine approaching. The sharp whistle of down brakes was next heard, and then the train began to stop. Now was my time to act.

Grasping my revolver I jumped into the tender and came suddenly upon Dal, who was braking the engine with all his might.

"Drop that brake," I fairly yelled, presenting my pistol at the head of the engineer.

Dal released his hold of the brake and stammered: "Do you want to kill all the passengers? Do you not see that light?"

"Well, I see it; and well I know its import."

By this time the train ceased to move and I could discern numerous lights approaching the train. "Quick," I shouted to Joe, who had been standing by an amazed spectator all the while. "Quick, start up the train or all will be lost." Joe immediately darted to the lever, and the engine started with a snort. Not one moment too soon, for I could see the hideous apparel and fleshless sculls of over a score of Ku-Klux, as they rushed toward the train. Dal tried to jump from the engine, but a pistol-bullet forever ended his career.

Pistol shots and cries of agony now came from the train. I soon ascertained the cause; a few of the Ku-Klux had succeeded in boarding the train; but they were shot down by the brakemen. The brakemen had "fixed" the two strange passengers, and now had them bound and gagged in the baggage car. We stopped at the nearest station to deliver up our prisoners, and procure a new engineer for the rest of the journey.

After this escape extra precautions were taken to secure the safety of the train, and an extra car filled with armed men was attached to every train on the road. This defeat to their plans had the effect of driving the Klan elsewhere, and I never was troubled by them again on the road.

—Use the safe, pleasant, and effectual worm killer, Mother Graves' Worm Exterminator; nothing equals it. Procure a bottle and take it home

FIVE HUNDRED NIGHTGOWNS.

Strange Things Left Behind By Careless Travelers.

From the Philadelphia Hotel Proprietor.

"We have several watches in the safe that have been left under pillows, a few pairs of bracelets, lots of gum shoes and slippers, a bookcase full of novels, packs of playing cards, pocket-knives, razors, hair-brushes and combs and various other things—I suppose enough to start a regular pawnbroker's store. There is any number of umbrellas and canes. But nightgowns beat everything. They have been accumulating for years, and we've got over five hundred of them, some elaborately embroidered. A few are trimmed with expensive lace, and a great many are prettily marked with the owners' initials. Hardly a day passes without our receiving a letter asking after the fate of a certain nightgown. Some people won't write for them and wouldn't admit the ownership of them if we should forward them. I received a letter from a lady asking us to look up a nightgown that was left here more than two months ago. I suppose we'll be able to find it. Nearly every day a nightgown is sent to the laundry; a label is then put on it, showing the room it was found in and the date and then it is packed away with the other nightgowns to be kept until called for. There are a hundred of them, yellow with age. Annie Pixley, the actress, left a white satin night dress here the last time she played in this city. It was embroidered all down the front with a dozen different kinds of sewing silk and must have cost $75. We sent it to her in a few days after she left here."

—Mr. H. McCaw, Custom House, Toronto, writes: "My wife was troubled with Dyspepsia and Rheumatism for a long time; she tried many different medicines, but did not get any relief until she used Northrop & Lyman's Vegetable Discovery and Dyspeptic Cure. She has taken two bottles of it, and now finds herself in better health than she has been for years."

Catarrh—A new Treatment.

Perhaps the most extraordinary success that has been achieved in modern science has been attained by the Dixon treatment for catarrh. Out of 2000 patients treated during the past six months, fully ninety per cent have been cured of this stubborn malady. This is none the less startling when it is remembered that not five per cent of the patients presenting themselves to the regular practitioner are benefitted, while the patent medicines and other advertised cures never record a cure at all. Starting with the claim now generally believed by the most scientific men that the disease is due to the presence of living parasites in the tissues, Mr. Dixon at once adapted his cure to their extermination; this accomplished, the catarrh is practically cured, and the permanency is unquestioned, as cures effected by him four years ago are cures still. No one else has ever attempted to cure catarrh in this manner, and no other treatment has ever cured catarrh. The application of the remedy is simple and can be done at home, and the present season of the year is the most favorable for a speedy and permanent cure, the majority of cases being cured at one treatment. Sufferers should correspond with Messrs. A. H. DIXON & SON, 305 King street west, Toronto, Canada, and enclose stamp for their treatise on catarrh.—Montreal Star.

"Won't you have another biscuit, Mr. Dumley?" asked the landlady, politely; "I made them myself, Jane pass Mr. Dumley the biscuits." "Thanks, no," replied Dumley. "I won't eat any more of them, but I might put a couple in my pockets. I am going into a dangerous quarter of the city to night, and, unfortunately, I left my revolver at the office."

—Pope & Bitleau, druggists, Cedar Rapids, Iowa, writes: We have never sold any medicine that gives such satisfaction to the consumer and pleasure to the seller as Dr. Thomas' Eclectric Oil. We can refer you to numbers that have used it for diptheria with entire satisfaction and success.

"A Disappointed wife" is the name of a new beek. She probably found a letter addressed to her husband in his pocket, and it turned out to be only a bill from the milliner's.

—Robert Lubbuck, Cedar Rapids, writes: I have used Dr. Thomas' Eclectric Oil both for myself and family for diphtheria, with the very best results. I regard it as the best remedy for this disease, and would use no other.

The best barber in Saginaw, Mich, was previously an editor. The scissor muscles of his good right hand are liee cords of steel.

—People who wish to note the progress Toronto is making ought to visit West Toronto Junction. It is within a few minutes of the Union station by the trains of either the Ontario and Quebec and the Grand Trunk or the Northern. The junction station of the C. P. R. is now in full blast and freight and passenger trains are stopping there every short while. New houses are going up all round while the plans of many handsome ones are still in the hands of the architects. Real estate in the neighborhood has steadily risen in value and promises to advance still more rapidly. A lot or block in this locality is the best investment a workingman or capitalist can go into. It will double itself in two years just as Parkdale, Brockton and the whole west end has done. Some of the best lots in West Toronto are to be had from George Clarke, 295 Yonge street.

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