

RAILWAY TRAVEL IN CHINA.

Ride From Taku to Pekin the Most Gloomy Known.

In Former Days Springless Carts Were Used and Were a Torture to Travelers.

"Remote, unfriendly, melancholy, slow," is the region between Taku (at the mouth of the sinuous Peiho) and the far-famed capital of the Celestial Empire. For the first 27 miles it is particularly depressing, constituting as it does, from the coast of the Tientsin, one vast mud flat, unrelieved by tree or hillock. From the great treaty port of the north of China to Pekin itself, a distance of 80 miles, the land is fairly well cultivated, but the only objects on the landscape between the various villages are the kraal-shaped tombs of the Chinese, who bury their dead in meadow or garden, quite regardless of locality. In the pre-railway days, there were three methods of traveling from the coast to the capital—the first by boat, the second by cart and the third on horseback. Usually the first part of the journey, as far as Tientsin, could be performed by water, provided the vessel drew no more than eleven feet of water. But even vessels of small tonnage, under the best pilotage, would get hopelessly stuck in the mud. Some plucky passengers would then ride to Tientsin, purchasing a straight-necked, badly broken-in pony in the nearest village, and having run the gauntlet of curious eyes in the towns en route, would send down flat-bottomed craft to relieve the vessel of her cargo, and so enable her to float again.

In the old days a fairly reliable service of springless carts could be obtained between Tientsin and Pekin, but no traveler with any regard for his bones would ever tempt Providence by riding in them. With every revolution of the wheels they threatened to dislocate every bone in the body, and had they been known to inquisition days they would have furnished the grand inquisitor with a matchless instrument of torture. Drawn by two mules, these carts reached Pekin in two days. After passing Yang-tsun, which is 60 li, or about 20 miles from Tientsin, the road and the present railway part company, the former trending to the east of Nan-hai-dsy, the emperor's great hunting ground, and the railway to the west. The only towns in which the traveler by road could hope to obtain refreshment for man and beast were Yang-tsun, Ho-hsi-wu (40 miles from Tientsin), and Ma-ton (about 50 miles from Tientsin). From the latter village to Pekin is a distance of 27 miles, the direct road running through the village of Hsin-ho, an almost impassable route in some seasons, owing to heavy inundations. These occur in the autumn, and then it is necessary to take a more circuitous route through the village of Chan-chin-wau, a place which is of especial interest at the present moment, in consequence of its having been the spot where the last stand was made by the Chinese army prior to entry of the allied troops into the capital in 1860.

The old order, much to the disgust of the more conservative native, has lately given way to the new. The vigorous railway policy inaugurated by Li Hung Chang, and carried out in the face of untold difficulties by Mr. C. Kinder, has rendered the journey now one of comparative ease. From Tangku, a village situated about a mile from the forts which were destroyed lately, a single track line runs to Tientsin, with two stations on the way. From there to the capital it is a double line. The station and distances from Tientsin are as follows:

Yang-tsun	17.88
Tofah	31.09
Lan-fang	40.40
Anting	53.64
Huang-tsun	64.47
Fengtai	88
Ma-kia-pu	80.00

The most important piece of engineering work on the line is the bridge which crosses the Pei-Ho at Yang-tsun, and this station is one of great importance, as the line's workshops, second only in size to those at Tangshan, on the Shan-hai-quan line, are situated there. There can be very little doubt that both the bridge and the workshops are destroyed. From this point the railway takes a northwesterly and not a northerly direction, as most of the maps recently published have shown it. The mistake has been due to the fact that copies have, in a number of instances, been made of an old war office map, published 1859, showing a projected line, which has since been abandoned. From Nan-hai-dsy to the capital there

are no thickly congested districts, the country being dotted with small farms while from the stations lying to the west of Nan-hai-dsy park, the western hills of Pe-chi-li are plainly visible, forming the first break in the landscape from the coast. The terminus of the line, Mia-kia-pu, is near the southern and principal entrance to Pekin, known as the Yung-ting-men gate. A huge pagoda surmounts the wall at this point, the embrasures of which are filled in with panels painted to represent cannon; while in the chambers of the pagoda are several old field pieces in a hopelessly rusty condition. In the hands of modern troops the city would be almost impregnable. The walls, which have a stone foundation, are 50 feet thick at the base, 30 feet thick at the summit and about 40 feet high. They are defended by massive buttresses at intervals of 300 yards, and there are nine gateways, of enormous size, leading into the city. Each gate has on the outside a square enceinte, in which a somewhat smaller tower stands opposite to the gate tower. The total circumference of Pekin is about 20 1/2 miles, and the area about 25 square miles.

High Officials Coming.

Gov. Gen. Minto, of Canada, and Lieut.-Gov. Jolly, of British Columbia, are expected to arrive in Skagway soon on their way to the Yukon basin on a visit. The news of their coming is given by S. M. Irwin, general traffic manager of the railroad, who has just returned from a trip to the south.

The British revenue cutter Quadra will bring the party to this port. Just what the itinerary of the distinguished visitors is to be has not been learned.—Alaskan.

(Gov. Ogilvie has received telegraphic information that the governor general will leave Victoria on August 4th for this place via Skagway, expecting to reach here on the 11th. Gov. Ogilvie will go up the river and meet his guests at the summit of White pass, the international boundary line. While his excellency and traveling associate is here it is proposed to quarter them in the large residence now occupied by Maj. Wood, the incumbent having agreed to temporarily vacate the house.)

A Dummy Telephone.

Edward Lauterbach was at one time president of the New York county Republican committee. While holding this office Mr. Lauterbach, one of the busiest and most prosperous lawyers in the metropolis, was overrun with applicants for political places. Their perseverance would have driven a less wily man to the bad, but Mr. Lauterbach rigged up a dummy telephone, of which this is the first written description. The wire was grounded, and secrets poured into its receiver were as safe as if spoken in a tomb without witnesses.

A man would come into Mr. Lauterbach's office and query him thus: "How about that job in the appraiser's office, Mr. President?" "Let me see, your name is—" "Jones—Thomas J. Jones of the Ninth district." "Oh, yes! I remember perfectly. Haven't you heard from that yet?" "Not a word."

Ring, went the dummy telephone bell, and the following single handed dialogue between Mr. Lauterbach and himself took place:

"Hello, Central! Give me the Republican county committee. Is that you, Mr. Manchester? I'm Lauterbach. All right. How about that job in the appraiser's office for Jones of the Ninth? Eh? More delay? I'm surprised. I told you I wanted that fixed up a month ago. Get it at once. Well, it is time. What's that? You think there is something better in view if Mr. Jones can wait? That's good. You will write to him about it? All right. Don't let any more delays occur. Mr. Jones is one of our best men, and we can't afford to keep him waiting. I'll ask him to call down and see you next week about it. Goodby." Ten minutes after Jones of the Ninth left the office, his chest inflated with honest pride, while Secretary Manchester was reading a hastily written note from the president and was wondering whether the supply of plums would hold out until all the hungry patriots had their fill.—Saturday Evening Post.

Favors Great Britain.

Ottawa, Ont., July 13.—July 1 there went into force in the Dominion the 33 1-3 per cent reduction in duties in favor of goods exported to Canada from Great Britain, being the products of that country. There is considerable uncertainty as to what the effect will be. Generally, it can be said that the previous preferences, first of 12 1/2 per cent, then of 25 per cent of the duties, had no apparent influence either on the import trade or home industries of Canada. While they were in operation the imports from Great Britain in-

creased at a rate less in proportion than those from some other countries which did not enjoy the benefit of the preference, and at a rate less than that of the total volume of imports. The inference consequently prevailed among business men that the preference was ineffective of its advertised purpose, and the pointing out of this condition has probably been the cause for the present increase in the preferential tariff. The increase, however, does not occur at the most favorable time for such experiments.

The signs on the commercial horizon point to the possibility of change. A serious crop shortage in one part of the Dominion is in view. In Great Britain the drain caused by the war in South Africa is beginning to show its effects. The occasion is not one when a disturbing factor should be introduced, and the increase in the British preference may be said to reduce the protective duty on cotton and wollen fabrics and clothing, blankets, cloths, etc., from 35 to 23 1-3 per cent, on plain cotton fabric from 25 to 16 2-3 per cent, on builders' hardware and cutlery and on crockery from 30 to 20 per cent, and on other articles in proportion.

If trade continues active, and the present range of prices is generally maintained, the result may be inappreciable. Should there be a relapse, however, and trans-Atlantic producers be driven to seek markets at any price, as they have been driven before, the effects will be so marked as to create a condition that will quickly put an end to tariff experiment in Canada that is not defensible from a business standpoint, that was sprung upon this country as a political surprise, and that has, so far, escaped criticism largely because it had so little effect.

Teddy's Dutch.

Mr. Te Roller, of the S.-Y. T. Co., brings the Nugget the following incident concerning Theodore Roosevelt. Mr. Te Roller speaks the fatherland tongue very aptly himself, and recited the verse which appears below for the benefit of the Nugget editorial staff in a manner which was much appreciated.

The clipping is from the Chicago Tribune and describes a visit of Gov. Roosevelt to the Rev. Moerdyke's church in Chicago, in which, by the way, Mr. Te Roller was baptized.

"The governor had a pleasant word for everybody, especially the children, with whom he talked at length," says the Tribune.

"Well, here is a whitehead," he said as one boy passed. "I have two tow-heads at home."

"Do you speak Dutch?" Dr. Moerdyke asked. "Many of our people speak the language."

"Some, but not a great deal. I know many old rhymes."

"I suppose you remember 'Trippe, trappe, troontjes?'"

"I never have forgotten that," and he repeated:

Trippe, trappe, troontjes!
De varkens in de bootjes,
De koetjes in de klaver,
De paardjes in de haver.

The older men in the room could not restrain their delight. One slapped the governor across the shoulders and shouted, "Good!" Others joined in the cry.

The line, "Trippe, trappe, troontjes" is Holland nonsense, for which there is no translation—much like "Hickory, dickory, dock." The rest of the verse tells that the pigs are in the beans, the cows are in the clover, and the horses are in the oat field. It is one of the most popular of Dutch nursery rhymes and one of the oldest, having been recited in Holland for several centuries.

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