

### WHERE SOFT MAPLES GROW

#### A Man Saved Money to Spend on a Lark.

#### Another Man Served Horse Up to His Wife Until She Filed Suit for Divorce.

Once there was a man who lived out where the soft maples grow. The silence never was broken except by the moan whistle at the grain elevator. The man was planting every week so as to be strong when it came time for his vacation. He smoked a pipe in order to cut down cigar bills and he never went against the traveling troupe or had any dealings with the livery man. Every Sunday he took in at least one service, and if he could sort out any small coins that were shiny or plugged, he dropped them in the basket. He watched the laundry list like a lynx and every time he missed a meal at the home for the friendless he either got a rebate or there was war. He had the name of being as close as the bark on a tree, for when he made a small loan he figured interest down to the last minute and then went after it like a Siberian bloodhound.

By pursuing these tactics he succeeded in getting together a bundle so large that he had to keep a rubber band around it. When he thought he had enough he started on his annual burrah. He paid a boy a nickel to lug his suit case down to the station. When the train pulled in he entered the parlor car and told the dusky minion to pick out for him the best chair in the car and then bring him something three for a half. Before the locomotive whistled for the next stop he had bought two books and a pocket atlas and was wiring for a room with bath.

That evening he landed in the big town, where he leased a victoria and drove to the hotel, reclining in the puffed cushions with that unconscious air of indolence so often observed in those who are used to luxuries. His pulse had moved up from 55 to 110 and he carried the bolt of currency in his left hand so as to get at it in a hurry.

Within an hour after he struck the hotel he was a central figure in the first floor promenade. He was wearing his tux and silk lid and his shirt had shellac glisten. No amount of talk would have convinced him that he was not a howling swell. He was standing around on one foot, catching flashes of himself in the gilded mirrors and whistling a last year's coon opus to let every one know that he was perfectly at ease. The main chute of the hotel was full of other prosperity pilgrims in their latest and best, all trying to let on that they had been brought up on this same kind of splendor. They loved to lean up against \$14,000 paintings and have the incandescent lights blind them.

Twenty-four hours previously the man had sat down to his chipped beef and soda biscuit, but now he needed terrapin and golden pheasant and artichokes a la something in italics. He wanted to hear the corks pop and watch the bubbles come up for he was out to lead a double life.

The man stayed in town three days before he struck bottom. During all that time he was lit up like the big tower at the Pan-American. He had his shoes shined every hour and wore violets and hired cabs by the day. Every time he could not get a box at the theater he seemed provoked, and said, "Pshaw!" But one morning he got up and found that the rubber band was hanging loose on the bundle, so he called for his bill and took one look at it and telegraphed for more. He went to the station on a car. As the train rolled through the yards he put his burning forehead against the cool glass in the window of the day coach and said: "They have cleaned me, but I flatter myself that I turned over a very deep furrow while I lasted. I wonder what becomes of people who live here all the time."

Moral: The round tripper is the only one who really knows city life.

There was once a man who owned a family nag named Dolly that went flat footed and kept her nose on the ground. She was good for all day, but she had the gait of a crab and no style whatever. Other drivers would come up behind with their snorting, high steppers that kept head up and tail over the dashboard, and they would go around Mr. Man and his dun pelt as if the latter had been hitched. The man did not relish the idea of trailing along behind all the others on the road, so he sold Dolly and bought a tall, rangy gelding with an eagle eye and an uneasy ambition to climb a tree. He was out of Paprika by Cayenne and had a number in the book. The owner called him Caloric and had the name put on the big stall. He bought a runabout with cushion tires and a carb bit and a new set of tau colored harness. Then he began to hunt for trouble.

It required about three hired men to start him away for a drive—two to

keep Caloric on the ground and another to open the gate. When the word was given there would be a low, rushing sound and something would zip up the street in a cloud of dust. Dogs would bark and children would fall off the fence. When Caloric struck the speedway he made the other roadsters look like a winding procession of crippled goats. The proud owner would come home all splashed and with his pockets full of gravel. All the rest of that day he would stand around and blow about what he had done to them. Sometimes he chewed a straw and gave weighty opinions on knee action and reach. He began to wear a striped shirt with a whip for a scarf pin and he had a studded horse shoe for a watch chain. He cut down household expenses in order to buy a stop watch. Also, he took down the fish and game painting in the dining room and he put up a picture of Caloric standing in a foxy attitude looking over a fence. The family had horse for breakfast, horse for luncheon and horse for dinner. The only rest they had was when father went out on the pumpkin vine circuit with Caloric to pull down some of the \$30 purses. At times he made almost enough to pay for feed.

One day the local banker brought in a bay filly from the Blue Grass country and began to make his boasts. A match was arranged, and in three out of five heats at the driving park another world beater did the flicker. Caloric finished a bad second, with daylight in between, although he came under the wire in a drive.

That night the box stall was leotoned with crape. The owner's wife made the children hush and go to bed early because papa was sitting in the front room with wide, staring eyes, a picture of grief. She went in and touched him up and asked him if he had got enough of the horse game. If so, would he begin to pay a little attention to his family. He said he was going to try a snake bit and a pair of blinders and some hobbles, and he thought they would help some. He said Caloric would have won, only he was off his feed and had a sore toe and got a bum start and was crowded into the soft footing. Next day he engaged a trainer with an overhanging mustache and a peaked cap who subsisted on Navy plug. This expert took charge of Caloric and put enough rigging on him to fit out Shamrock II. The owner was up at sunrise to see Caloric worked out and hold the watch on him. The family had evening readings from the stud book, and the man began to think that his wife was slow because she did not know the time made by The Abbot and Lucile.

When she filed her bill for divorce she alleged that a horse had come between them.

Moral: The ambition to pass everything on the boulevard does not jibe with a quiet home life and an everyday salary.

#### Trans-Alaskan Railroad.

A trans-Alaskan railroad, the construction of which is declared to mean, ultimately, an all-rail route to ancient Moscow, in Russia, is the latest enterprise projected in connection with the development of the far north. Briefly stated, it is proposed to build a steel highway from Iliamna bay, on the southern shore of the Alaska peninsula to Nome, Teller City and Bering strait.

The preliminary surveys for this mammoth undertaking have just been completed. This important work was accomplished by Norman R. Smith, who made the preliminary surveys for the White Pass & Yukon, Alaska's first railway. Associated with Mr. Smith in the promotion of his trans-Alaskan railway venture are Joseph Taylor Comforth, a veteran mining man and promoter of Colorado; George W. Dutton and E. B. Mastick. The heavier financial backers of the undertaking are Eastern capitalists. In the preliminary survey work completed less than two weeks ago Mr. Smith had eight or ten engineers and survey assistants. Smith, Comforth, Dutton and Mastick returned from Iliamna bay as passengers of the steamer Excelsior, which arrived Sunday from Alaska.

For over two years Smith and Comforth have been quietly working on the project. They have carried their operations to a point where they are now prepared to say that it cannot fail of completion.

The general course of the road lies from Iliamna bay, which is the southern terminus of one of the overland winter routes from Nome, to Iliamna lake, 35 miles to the interior; to and across the Nushagak river; on to the Kuskokwim and over the divide to the Yukon; across that great river at a point about 400 miles above its mouth; on to Unalakleet; to Council City, penetrating the Golovin bay district; through the heart of the Nome district; with a branch line to Nome City; through the Kougarak country and the Bluestone to Teller City, and eventually to Cape Prince of Wales, on Bering strait.

All told the line will cover about 800 miles. It is to run through the very heart of the Alaskan gold belt and will solve the problem of transportation to the Lower Yukon district, and the east, and promising gold bearing Koyukuk district.

The conceivers of the enterprise

found inspiration in the project of a trans-Alaskan railroad to and across Bering strait and a connection with the trans-Siberian railway, suggested years ago, by ex-Gov. Gilpin, of Colorado. Its entire feasibility is disclosed to be most potent to those who have made an inquiry into the matter from an engineering standpoint. Throughout the 800 miles of the proposed route there is not an elevation exceeding 1000 feet. The highest point is encountered between Iliamna bay and the Nushagak.

The construction of the road, it is said, need in no way interfere with the proposed Copper river railway from Valdez to Eagle City on the Yukon. The Copper river country alone, it is claimed, will support that road, to say nothing of the business it would derive from the upper American Yukon districts.

The Nome and Kuskokwim surveys of the trans-Alaskan road were made last year by Smith. Smith was one of the first white men to travel the overland winter trail from Nome and the Yukon to Iliamna bay.—P. L., June 18.

#### Finns Are Dissatisfied.

Nanaimo, B. C., June 17.—A mass meeting of all the Finns in this district was held yesterday afternoon in Finlanders' hall, Extension, to discuss the provincial government's refusal to fulfill its promise to grant Malcolm island for a Finnish colony. A company was thereupon formed, known as the Finnish Farming and Fishing Company, or Colony.

Several strong speeches in favor of emigrating in a body to Washington state were made, others contending for British Columbia. A committee, with Matti Kurri, editor of Aika, a weekly newspaper, was appointed to inquire into the purchase of land in Washington state, also in British Columbia; to form a joint stock company and to warn Finlanders in the United States, ready to immigrate to British Columbia, about the provincial government's action and request them not to start until further invitation.

A large sum was collected on the spot for the committee's purposes. Kurri says a hundred thousand Finns will come from Finland as soon as advised of a favorable settlement with the Washington state government, or that of British Columbia. He says the Finns will never live under Russian rule.

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N. F. HAGEL, Q. C., Barrister, Notary, Etc. over McLennan, McPeely & Co., hardware store, First avenue.  
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In the Territorial Court of the Yukon Territory.  
Between  
ERNEST SELVIN, Plaintiff,  
And  
FRED TRUMP, PATRICK MARTIN and ANNE MARTIN, Defendants.  
To the Above Named Defendant, Fred Trump:

Take notice, that this action was on the 13th day of June, 1901, commenced against you, and that the plaintiff by his writ of summons claims: An accounting of all partnership business; partition or sale of said partnership business; such other and further relief as the nature of the case may require; costs of this action.

And take notice that the court has by order dated the 13th day of June, 1901, authorized service of the said writ of summons on you by the insertion of this notice for three weeks after the date of said order in the Nugget newspaper.

And further take notice that you are required within 40 days after the last insertion of this advertisement inclusive of the day of such insertion, to cause an appearance to be entered for you in the office of the clerk of this court, and that in default of your so doing the plaintiff may proceed with this action and judgment may be given against you in your absence.

W. L. PHELPS,  
Advocate for Plaintiff,  
Whose address for service is at the offices of Messrs. Woodworth & Black, rooms 3, 4 and 5 Victoria building, Dawson, Y. T. c7-6

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