

Stroller's Column.

"Nigger Jim" Dougherty who is soon to leave for the outside for the purpose of recovering his falling health is one of the early Klondike sour doughs who will long be remembered. In '97 and '98 "Nigger Jim" was one of the most prominent figures in town, his famous "Pavilion" being the rendezvous of the high-class sporting talent who were accustomed to risk thousands on the turn of a card.

On the night of "Nigger Jim's" grand opening of the Pavilion, a sum approximating \$20,000 was spent over the bar; principally for wine, which brought \$40 for a "small bot."

Nigger Jim was famous also as a stamper, his greatest exploit in that particular connection being performed when he bought up the entire outfit of the Twelvemile roadhouse in order to prevent himself and party being followed to the scene of a new stampede.

Scores of people who sought accommodation were compelled to turn

Macaulay men, in fact I might say that I was the original Macaulay man, and of course I expected to be landed in a soft snap just as soon as the election was over. Now then, nearly a month has gone by and still I am just as far away from realizing my ambition as ever. I had expected to be appointed egg inspector but my friend Mike Stone has snatched that sinecure out of my grasp and it begins to look as though I am to be left out in the cold. I think that you might give me some advice that would help me out of my difficulty, and if so I would appreciate it very much. Enclosed please find postage stamp for reply. Yours truly, P. Rennial Office-Seeker.

The Stroller receives many such letters as the above, but usually the writer has sufficient insight into human nature to enclose something substantial in the way of an inducement for the Stroller to exert himself.

In the present instance the Stroller

can only say that he does not wonder that his correspondent has never received a place. Appreciation is all right in its way, but it will not stand off an account at the butcher shop, neither can it be discounted at Uncle Hoffmann's. Even the stamp enclosed turns out to be an American stamp which must be sent to Seattle before the Stroller can realize on it, and the close inspection of it leads to the suspicion that it has already been used once or twice.

The Stroller's advice to Mr. Office-Seeker is to take unto himself a tumble—in the language of the street to "get next." If he will spend the coming four months cultivating a knowledge of the rules and procedure of politics he may succeed better. But for the present he does not deserve any job. He couldn't hold one if he had it in his hands.

A lean and hungry appearing personage entered a local newspaper office recently and enquired for a paper of a date nearly three years old. Half an hour's search brought the desired copy to light and the attenuated individual proceeded to scan its columns very eagerly.

"Ah, I have it," said he finally after about ten minutes search and pointing to a short item, asked the manager of the paper for the use of the office shears.

Carefully clipping the article for what he had sought the stranger folded it up and placed it in his vest pocket.

"As long as I don't want the whole paper I suppose you won't charge me anything," he remarked when the operation had been concluded.

The manager of the paper being suddenly taken with a choking fit was unable to reply and the lean and hungry one taking silence for consent proceeded calmly upon his way.

At Auditorium—Old Homestead.

The Nugget's facilities for turning out first-class job work cannot be excelled this side of San Francisco.

Decay of Morals Causes a Plaintiff From the Dowager

Manners and customs of "ye olden time" and of the active present were being discussed by the Dowager and the caller who had dropped in for a cup of tea and a chat with this dignified, patrician representative of days that are dead.

She spoke sadly. His voice expressed satisfaction, hopefulness.

"We are not so religious as we were when I was young," the Dowager was saying.

"We treat Sunday as a day of recreation, a holiday. We play golf or tennis, go boating or watering, and enjoy ourselves. In the old days we attended church, and stayed at home in the intervals between services and read our Bibles."

"We are less conventional, that is all," the Man argued, as he sipped his tea with the air of a connoisseur.

"We are as religious as were our fathers, even though we live in different fashions. One of the best proofs of this statement is in the increase of charitable undertakings with the years."

"A healthy mind in a healthy body" is our watchword, and in accordance with it we spend the hours after the morning service in the sunshine and in open air amusements. We are not less religious as a consequence.

The Dowager was not convinced. She shook her head mournfully, then woman-like continued her argument along a different line.

"In old days the English grande dame who set the fashions for her American sister was never seen abroad, except in her own carriage, her own carriage, mark you?"

"If at rare intervals she took a short walk, she was accompanied by a stately, powdered footman walking a few paces behind her."

"Thus she was sure of protection from annoyance.

"Now our smart women make their own way alone in the streets. They walk and even ride in harness. The fact of hiring a carriage is no longer considered a sordid economy, or even a social disgrace. English women now even ride in the omnibus. This plebeian conveyance has even become the fashion. I have seen some of our smartest girls riding on the roofs of these vehicles. I am sure the sight was enough to cause their grandmothers to turn unhappily in their graves."

"Do you know," protested the Man, "I rather like to know the girls have independence enough to do things for themselves."

"But surely you cannot approve of the fact that woman has gone into politics and business," protested the Dowager.

"And why not?" protested the Man with laughter in his eyes.

"None how much has been done in England by women who identified themselves with the interests and pursuits of men."

"Lady Tweedmouth and Lady Aberdeen work earnestly in the Liberal cause, and a bevy of well-known women labor in the interests of Conservatism."

"Many smart women are good accountants and first-rate house managers. They possess a fair amount of legal knowledge, and are both prompt and accurate in dealings with tradesmen and in the payment of their bills. Stocks and shares and the jargon of the money market are as familiar to them as their mother tongue."

"The clever woman of today seems able to hold her own with lawyers, stock-brokers and sometimes, alas! with money-lenders. On the whole, she is a wide-awake, progressive person. Education has done its work. Those whose heritage is wealth and a family tree have become more democratic, less inclined to pose as the 'salt of the earth' and the 'lites of the land.' All this is a big stride forward in the earth's progress."

The Man stopped, breathless, after his peroration.

The Dowager, still a brave old fighting figure, smiled, a trifle sarcastically.

"Granted you are right and I am wrong," she said softly. "When you marry, will she be a politician, a speculator, an acquaintance of the money-lender, or will she be an old-fashioned girl?"

The Man laughed in reply, and mutely held his cup for more tea.

Old Homestead—at Auditorium.

Wonderful Engineering Feats....

In Lord Rosebery's recent speech at Stranraer he endorsed the proposed tunnel from Wales to Ireland, a distance of 25 miles under a deep and turbulent sea.

It's a big undertaking. Eight-mile holes in the ground are not unknown but even in these days such work as this is more than a nine days' wonder.

Yet the engineering difficulties are not great, once the capital of perhaps \$100,000,000 is provided.

Working from both ends, construction parties can meet in the middle with a variation in level of but a few inches, and the tunnel would earn dividends.

Not that Wales has a monopoly of such schemes. From the Mull of Kintyre, Scotland, one can see Fair Head, Ireland, 12 miles away. Instead of a tunnel it has been proposed to throw a causeway across these troubled waves by casting into the sea a mountain from the null, thus fulfilling the scriptural phrase. The mountain is scenery, the causeway would pay cash. Besides the inevitable rushing of wheels turned by tides, the ship wheels turned for the purpose. Ship passages would thread the dyke at intervals. If we learn to send electricity long distances, this power might also heat and light a good part of England and spare her waning coal supply.

Canal digging is an ancient and simple art. Get men and shovels enough and the thing is done. The first Suez canal was dug by the Pharaohs, that of Corinth was begun by Nero. The Chinese grand canal is the largest in the world—600 miles—about as many years old, and of course out of repair.

Nowadays canals are dug by steam shovels. But for all the "devil's greed in biting off a ton at a month's end," artificial waterways cost more every year. They have to be so much bigger. The original Erie canal in New York state cost a little over \$7,000,000 for 352 miles. That sum was exceeded ten times over in improvements and enlargements. The Manchester ship canal, 30 miles, cost a million a mile, or about \$200 per running foot, where the Erie cost four dollars per foot. The Suez canal, 88 miles, cost a hundred millions. If Uncle Sam accepts for \$40,000,000 company of the French rights in Panama and puts \$200,000,000 in good money on top of de Lesseps' \$300,000,000 of bad money, that great ditch will have cost in all \$1,800 per foot.

The German emperor is pushing a big project. Northern Prussia is a vast, nearly level plain toward which sluggish rivers creep throughout the North sea. By connecting these at the head of navigation by canals, "short cuts" will be provided. When completed the system will have cost \$66,000,000. It should be finished in 15 years.

More than 200 years ago Louis XIV. of France linked the Atlantic

and the Mediterranean by the Languedoc canal of 143 miles, saving 2,000 miles of the Gibraltar route from Marseilles. Modern French engineers are ready to make his work wide and deep enough to admit a warship. The saving of time in peace would be considerable; in war French craft could dodge back and forth, while an enemy must take the long way round. The cost would be \$200,000,000.

More gigantic than any other world railway projected is Cecil Rhodes' "Cape to Cairo" project, interrupted by the Boer war, but certain to be pushed now that it is over. Egypt is building her railroad up the Nile. To meet it from the south there is already a road from Cape Town to Mafeking, and another just built from the east coast to Uganda, the country Livingstone found behind Lake Victoria Nyanza—and a fine lake it is, as big as our Superior, and the real source of the Nile.

What a building it was! On one section in Uganda a big lion ate so many tracklayers that the survivors struck work and covered in their bloods trembling at every sound. The engineers had to drop their theodolites for rifles, to break up the injunction his lionship placed on the building. To work on this line Chinese and Hindoo coolies were imported; but they died so fast in the new climate that the company had to catch and tame natives to do the work.

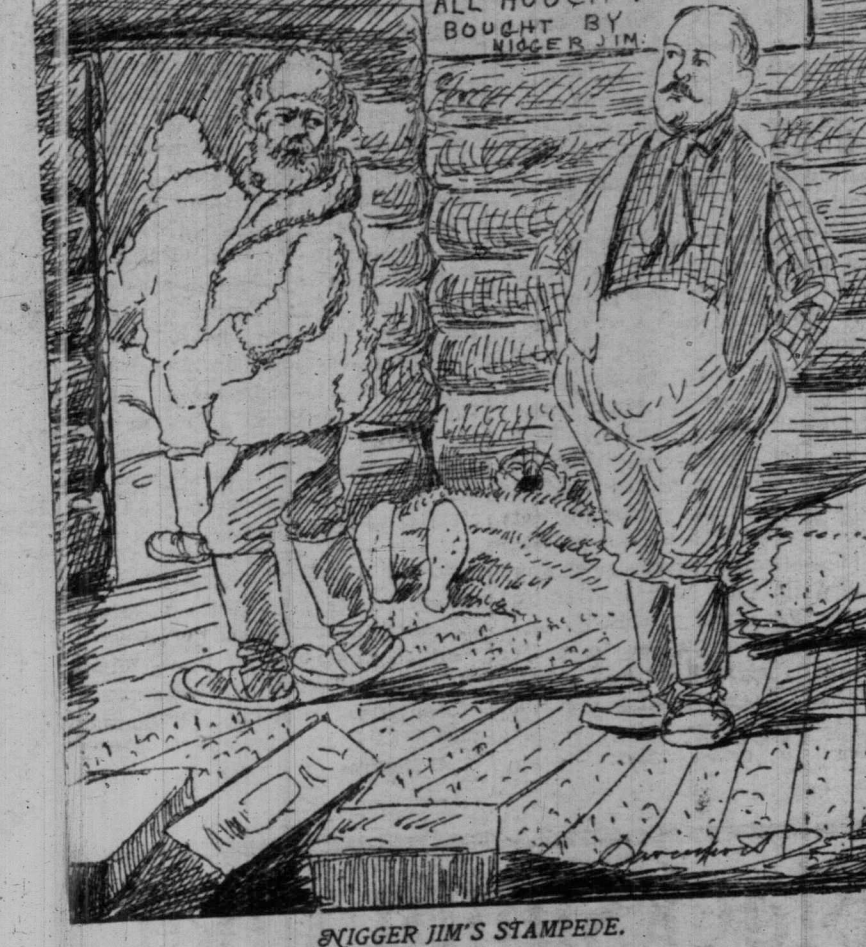
It is anticipated that the difficulty which bars Rhodes' road has been practically overcome through the good will of the Kaiser. German East Africa backs up against the Congo Free State, and from one or the other permission must be obtained to join the Nile and Uganda lines in a straightaway course of 5,000 miles. The cost of the portion yet unbuilt may be \$100,000,000. No one knows.

On any old map of Holland a big body of water is marked "Haarlem Meer," or sea. Later maps do not show it, for the excellent reason that it isn't there. It has been turned into dry land—dry enough, at any rate, to hold 40 feet below sea level, to supply half the world with Edam cheeses and to feed the finest of Holstein cattle.

When Queen Wilhelmina is a middle aged woman the Zuyder Zee will all have disappeared. Dutch engineers are planning to drain it, leaving only canals for local shipping. The sea is 80 miles long by 10 to 40 wide. The work will cost \$70,000,000; the value of the land obtained will double that sum.

Truly, it is an age on wonders. And yet—

Not one of these works, nor all of them together, could equal the wonder of the pyramids of Egypt, put up without modern machinery. So let's not brag too much; just only about enough.



NIGGER JIM'S STAMPEDE.

back as Nigger Jim had bought up everything in sight. That exploit was celebrated in the following lines, which appeared in the Nugget of Jan. 21, 1899:

THE BIG STAMPEDE.

'Twas at the hour of midnight

When the moon was hanging low,

The northern light was flashing bright

On the mountains deep with snow,

That a cautious word went through the town

And was whispered o'er each bar—

That a Dawson man got a two ounce pan

Way down on Cassiar.

'Twas a stampede to Coal creek

And down to Cassiar,

And "Nigger Jim" was in the swim

And was the guiding star.

'Twas a stampede to Twelvemile;

Did you get in with the push?

With a whispered tip from a cautious lip

And a malanute to mush.

The Eldorado kings were there

With Stanley mashing on;

And little Hampy with eagle lamps

Saw the way the crowd had gone.

He harnessed all the dogs in town,

And got the push in trim;

And with a five foot stride—be scorned to ride,

Took after "Nigger Jim."

Some said Coal creek was the place;

And some said Cassiar—

And worse said round that the richest ground

Beat Eldorado a far.

And all who had a malanute,

And grub and grit and speed;

At the dead of night, by the pale moonlight,

Went on the big stampede.

Dear Stroller—

I am needing a job and needing it badly. Ever since the city election last winter I have been hanging around expecting some plum to fall my way but thus far nothing has dropped. I was one of the original

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How to Handle Developing Papers.

In two years' experience with developing papers one picks up many facts which, if plainly stated for the benefit of others, may save them a great many failures and disappointments. There are two principles demonstrated to me in my experience with this class of photographic paper which lie at the base of the whole matter. The first is the exposure, the second is the development and fixing.

Perhaps the greatest proportion of failures result from improper exposure. The best way to insure success, no matter what the printing light, is to test each and every negative with strips of paper before attempting full-sized prints. Lay a strip on the negative so as to cover the most critical part, the highest and the darkest shadow. Make a trial and the development should proceed to regular printing until an exposure which brings out the details in the whites without forcing is decided on. With the slow or carbon emulsions the development should be completed in from 15 to 25 seconds if forced beyond this time will certainly degrade the values of most certainly degrade or brown the whites, giving yellow or brownish effects, says "Camera and Dark Room." If the exposure necessary to bring out the details in the high lights in twenty-five seconds is such as to over-expose the whole picture so that it develops to black, one should use the quick or portrait emulsion, because that will bring out the details from the densest parts of the negative without too great exposure of the shadows. Do not make the fatal mistake of trying to print all sorts of negatives on one sort of paper. Most amateur negatives are made in strong light with snapshot speeds, and developed in the lights get very dense, the shadows remaining without sufficient detail. These, when printed on carbon paper, will give startling contrasts which are far from artistic. If one intends to use carbon paper as a standard, the negatives must be made soft by dilution of the developer or the use of metal; for the denser negatives carry a little rough paper, which is the best. By making soft plates, particularly by the use of metal alone for snapshots, one can easily print almost all the subjects on the heavy paper with satisfactory

results. But whatever the character of the negative, do not try to force a print. If the precaution of determining the exact exposure to the light used is taken one need never lose a single sheet of paper from insufficient printing. It is better to tear a sheet of 4x5 paper into three strips and use them all in tests, than it is to print the whole sheet and have to throw it away because the whites are yellow or the blacks dirty in tone.

Do not depend on ready-made developers if you wish to do really good work. Buy a pound each of the very best sulphite and carbonate of soda you can obtain (the kind that comes in glass bottles preferred), and an ounce each of metal and hydroquinone, some pure potassium bromide, a small part of scales weighing grains and drams, and some glycerine. Get some large bottles of wide mouths. In thirty ounces of hot water dissolve at the same time one and one-half ounces carbonate crystals. After they are thoroughly dissolved add exactly seven grains of bromide; then, together, ninety grains hydroquinone and twenty-four grains of metal. The last two will effervesce when they are put in, but nothing is injured thereby. When all are thoroughly dissolved add one ounce of glycerine, and filter. Keep half ounce glycerine and filter. Keep in well corked bottles filled to the neck. The developer can be very nicely adjusted to any lot of paper by slight changes in the amount of metal and of bromide. The proportions given above work perfectly on both Argo and carbon Cylco, of many different emulsions. Dilute with an equal volume of water for portrait papers. In developing it is of the highest importance not to overwork the developing solution. If the plan of brushing the developer on with a wide camel-hair brush is adopted pour out a small quantity only at one time. I prefer flooding with about four ounces for four by fives, and so on, as soon as the developer covering the paper at once and comes evident take a fresh portion of developer. There is little danger of yellowing the whites with this formula, for the glycerine seems to have a slight restraining action, and the omission of this ingredient makes a great difference in the purity of the

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