

## The Klondike Nugget

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(DAWSON'S PIONEER PAPER)  
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GEORGE M. ALLEN, Publisher.

From Wed's and Thursday's Daily.  
SHOULD FORFEIT THEIR CONTRACT.

The repeated failures of the B. Y. N. Co., which is merely another name for the White Pass Company, to comply with the terms of the mail contract which it holds from the Government, justly warrants the prevailing opinion that the mail contracts should be taken away from the present holders and entrusted to some company which will have a decent regard for its responsibilities.

The people of Yukon are patient and long suffering to a degree. They have learned how to be patient by long experience, but that fact does not hinder them from knowing when they are imposed upon and abused.

For the delivery of mail to this city from the outside territory, pays each year the princely sum of \$75,000. In consideration of this amount, the contractors undertake to maintain a continuous and uninterrupted service throughout the year. If it could be shown that the contractors have made a sincere effort to carry out the terms of their agreement, there would be a disposition to make allowances.

But we submit that such an effort has not been made. For a period of several weeks, during which navigation continued without interruption so far as other steamboat companies were concerned, the White Pass boats were taken off the river and mail was allowed to accumulate at Whitehorse. A willingness was expressed by the owners of other boats to bring the mail to Dawson, but the White Pass Company preferred to hold the mail until a steamboat, improvised from an old scow, could be brought into service.

At the present time the service is entirely demoralized, and no one knows when the mail will go or when it will arrive.

The contractors have clearly broken both the letter and spirit of their agreement and are no longer entitled to handle the mail.

If a responsible company can be organized in Dawson which may be relied upon to fulfill the terms of its agreement, we submit that all the circumstances demand that the contract be taken from the present holders and placed where its provisions will be properly observed.

## THE CASE OF MISS STONE.

If it proves to be a fact as was suggested in our telegraphic advice of yesterday, that Miss Stone, the American missionary, is really dead, we are of the opinion that a reckoning will be had with the "sick men of Europe" which will occasion that astute gentleman a serious relapse. Turkey is the bandit of all the nations of the world, and it is time that the same laws which apply to other outlaws be used in punishing the Turk. It is idle to maintain that the Sultan's government is not responsible. Such outrages could not occur without the tacit knowledge of the government, and there is probably reason for belief that the bandits themselves have representatives in high government circles.

Should the unfortunate missionary really have suffered death at the hands of the outlaws the effect on the United States will be similar to that occasioned by the blowing up of the Maine.

## THE DEMAND UNANIMOUS.

The position taken by the Nugget in reference to the mail contract held by the B. Y. N. Co. has received, practically, the unanimous endorsement of the community.

The failure of the company to make proper provisions for carrying out the terms of its contract, notwithstanding the enormous sum paid for so doing, has brought from the entire community the demand that the contract be taken from the present holders and entrusted to some company which will have a proper regard for its obligations.

The fact that it is possible to handle the mail at this season of the year has been demonstrated over and over. As was reported in the Nugget yesterday, the contractor for the lower country has carried out the terms of his agreement to the letter and has never missed a trip when there has been any mail ready for him. In the spring of 1899 when the police were carrying the mail, delivery was continued until within a very few days of the opening of navigation.

The police boys left Whitehorse with mail after Fifty Mile river was entire-

ly opened. The mail was brought down that river by canoe, and dog teams were used to cross Lake Lebarge, when canoes were again brought into service.

There is no reason why the White Pass, which enjoys a princely revenue from the mail contract, should not give as good service as did the police boys who worked for almost no remuneration at all.

There are men in Dawson who are willing and able to take the contract out of the hands of the railway company which has simply abused the community from which it draws its revenues.

The community has submitted to abuse too long already. The worm has turned and the people demand that the contract for handling the mail be taken from the concern which has shown so little regard for its obligations.

## AFTER MANY DAYS.

Last evening our contemporary, the news, made a startling discovery. Noting less indeed than the fact that the Nugget had furnished the clues required to solve the mysterious disappearance of E. E. Jessup, the missing crew waiter.

Along with this information, which all newspaper readers in Dawson and on the creeks learned three days ago through the columns of the Nugget, the news modestly announces that it knew all about the papers in question, but for "obvious reasons" did not publish them. The reason why we have failed to publish the facts in connection with the papers in question is certainly obvious to anyone. The news did not have possession of the papers, had not seen them and in fact had not even heard that such papers were in existence until the exclusive report of the matter was published in the columns of the Nugget.

Then our Rip Van Winkler neighbor woke from the trance into which it had fallen and after three days of unmitigated labor, finally gave to the public in its issue of last evening exactly what was published in the Nugget of Monday.

Our amateur contemporary should awaken from the slumber into which it has fallen since it united itself with the Sun. The combination seems to have proven fatal to all exhibition of progressiveness on the part of the News. In fact both papers have suffered, since they joined forces. Each seems to realize that it is in bad company, and to wear a sort of half-ashamed appearance.

It is no wonder, however, that such is the case. A newspaper cannot follow two policies with any more success than a man will have in attempting to serve two masters.

The Dominion telegraph line began working yesterday and messages from Vancouver poured into the Dawson office for a short time. It will be the devoted hope of every man, woman and child in Dawson that it will be possible to keep the line open throughout the remainder of the winter. Should it develop that communication will be maintained continuously, readers of the Nugget will be supplied a telegraph service as complete as is given by any of the evening papers of the Pacific coast.

Four days have passed away since the Nugget first mentioned the fact that the particulars in connection with the Jessup mystery were in the possession of this paper, and two days have elapsed since all the particulars were given to the public, and still the News-Sun combination has been able to learn nothing of the facts in the case.

At last the ice in the river has ceased running and winter may be said fairly to have begun.

## Needs New Loan.

Constantinople, Oct. 19.—The Turkish finance minister has declared at a meeting of the council that the present engagements of the porte make a new loan indispensable. The porte will ask for an advance authorizing the loan, the practicability of which is questionable.

The action of several of the ambassadors indicates that the powers are impatient in regard to the condition of the provinces.

A man whose position gives him a clear view of the Turkish affairs says anarchy reigns in Macedonia, Albania and other provinces, yet the corruption is so great that the officials take of the situation optimistically. With the Turkish government personal profit outweighs all other considerations. The Yildiz Kiosk rule everything the sultan being intolerant of independent opinion. An aptitude for spying is the quality the sultan prizes above all others.

Try the new drink. Will make you a boy again. Only to be found at the Pioneer.

## OVER THE DIVIDE.

By ED. HERING.

Gold Run is now taking on a busy looking aspect, the late fall of snow having enabled the laymen to proceed in hauling their winter's wood.

Charlie Robinson has a full force of men working his claim, No. 42.

Mr. Bennett and partners are pushing work developing their quartz property on the left limit of Gold Run, the quartz at the bottom of the shaft seems to improve after every shot fired and the owners have great faith in their discovery. The lead has been staked for half a mile on each side of the discovery.

Andy Larsen has obtained a lay on 31, owned by Chas. Robinson, and has a crew of men working. They expect to reach bed rock in a few days. Peter Provost and Fred Flueman are working their lay on 27. They struck struck bedrock Friday morning getting good pay.

Mr. Grimes has procured a lay on 25, from Jewell brothers. He intends starting up in a few days.

Lucas and McGovern hold a lay on 24, but have not yet begun operations.

Pete Iverson, working his own property this winter, No. 23, and has a large dump out with good pay. Barnes' claim, 22, is being worked by laymen. They have made good progress, which can be attested by the dirt already taken out.

Bradley brothers have leased their property on four days. Two holes have been sunk to bedrock and good pay discovered.

Edward Letourneau and partners have 30 men employed on their lay on C. E. Carboneau's claim, 12, they have opened up a good pay streak which seems to slope toward the right limit.

Mr. Geo. Hoyt has opened up his lay on 26 Gold Run and will give a grand opening and dance on Friday evening, Nov. 17th. Mr. Hoyt is rated as one of the most popular men in the district.

He managed the roadhouse and store of Lynch's on 20, and afterwards opened a business venture of his own.

Messrs. Cruise and Berans are working 7, the property of Gerry Hamilton. They have ten men working and have excellent prospects.

Messrs. Lucas and McGovern are putting up a two-story log house on 3, which is now nearly completed. They are going to work the property this winter.

er had the great banker and his friends entered the place than the doors were closed and locked and the entire corps of clerks and the proprietor placed at the service of the visitors, while the general public stood in the gentle drizzle outside and flattened its nose against the window panes.

Furs seemed to occupy the financier's attention principally. Costly Alaska fox robes he handled almost lovingly, and stroked with a touch as gentle as a woman's.

"Could anything be prettier?" he said. It was almost the only remark he made during his stay in the establishment.

Morgan baskets also occupied Mr. Morgan's attention. He inspected the large collection spread before him by a dozen obsequious clerks with the air of a connoisseur, and out of his own pockets paid for an elegant little specimen of Alaska peninsula basketry. This was the only purchase Mr. Morgan himself made, although he left the store asserting his intention to make large purchases in the future.

Mr. Morgan's friends were by no means so conservative. They spent money lavishly, and an express wagon was loaded with the furs and curios they invested their money in.

"Foah God, Mister Morgan's preachers don't bout bought whole fur store, I reckon," remarked one ebony faced Fulman car porter, lounging on the depot platform. He voiced the sentiment of the little crowd of railroad men gathered about the special train.

Mr. Morgan's special train arrived in this city earlier than was expected the first report was that he would arrive shortly after noon. Then the telegraph stated that he had reconsidered his plans and would spend some time in Portland, arriving here at 5:45 o'clock. The result was that the great trust builder had been in town more than an hour before many citizens were aware of the fact. His unannounced invasion of the fur and curios store was the first intimation most people had of his presence in the city.

## Expert Counterfeiter.

Seattle, Oct. 22.—Capt. Bell, of the United States secret service, returned Friday evening from Portland, where he has been attending the trial of Ezra R. Coon, the counterfeiter, who was captured a few weeks ago near Huntington, Or.

Coon's methods a full exposition of which was published in the Post-Intelligencer at the time of his capture, is one of the cleverest schemes for defrauding the government ever brought to light. The composition the used for making his dies is said to be his own secret. It might be of value to the mechanical arts as, when heated and cooled slowly, it becomes as hard as steel.

Coon pleaded guilty and explained his method of operations to the court. He will be sentenced immediately and brought to McNeill's island in this state.

The same parties have just finished their new house on 13, which claim will also be worked this winter.

Messrs. Kinzie and Campbell have moved to 258 Lower Dominion with their families on which claims they have two holes to bedrock and comfortable winter quarters erected. They are operating with a steam hoist and thawer. Mr. Kinzie has been employed all summer with Chute & Willis in the capacity of engineer.

On Lower Dominion John Karlo has two men employed with a steam hawser sinking shafts on his property, 237 below.

Day Bros, formerly of 30 below on Bonanza, have opened up a large new roadhouse on 241 below right limit, a boon to the traveling public on Lower Dominion.

Messrs. Gillebault and Letourneau have a new cabin built on 240 and have two holes to bedrock, both of which have pay dirt.

Mr. Sam LaBlonde has 12 men working on 243, sinking shafts and cutting timber. They claim good pay.

Messrs. Landry of 242, Felix Beilou of 244 and A. Mercier of 245, have holes to bedrock and and all claim pay dirt.

Gold Run was visited one evening last week by a couple of strangers, a cow moose and her calf. They will's hotel on 27, where they hesitated and seemed to look surprised. Then for some unexplained reason sallied along down Whittman gulch until they came in view of Chute & possibly the sight of such a large structure or the sight of Percy Reid, the popular mining inspector and Jim Dolan, each in possession of a rifle no one can say; however, they made a wild dash back up the gulch with the riflemen in hot pursuit. A party cutting timber observed them coming and prepared to intercept them with his ax but to no avail. They were tracked for two miles and lost in the timber and darkness. During the chase a frightful canonading was heard at the hotel and the boys were confident of being present at a barbecue. It is needless to say that the gang, about a dozen in number ate crow that evening with the consolation that Percy has rabbit traps set and Jimmie Dolan has gone in pursuit of a couple of martens seen on Scrimmer creek about four miles below Sulphur.

## J. PIERPONT IN TACOMA

His Time Monopolized by a Little Fur Store.

Tacoma, Oct. 19.—J. Pierpont Morgan, accompanied by a party of twelve Episcopal clergymen and their wives, arrived in this city this evening en route East from the recent church convention at San Francisco. He will leave for Seattle tomorrow morning, and after a brief stay in that city will make the run to Spokane by daylight as the guest of James J. Hill, president of the Great Northern. The party will leave the Eastern Washington metropolis Monday morning and go East over the Great Northern.

The arrival of the great financier and his party in Tacoma created little stir, Mr. Morgan, who is said to be opposed to pomp and pageant, is traveling in very little style, and his wish and the wish of the members of his party that no reception, either formal or informal, should be tendered by the citizens of Tacoma was strictly observed. Although a few prominent citizens visited the Morgan special train during the evening, they did so simply as personal friends, not as representatives of the city.

The Morgan party is traveling in a special train of six cars, to which is attached the special car Yellowstone of President Mellen, of the Northern Pacific Railway Company. Mr. Mellen met Mr. Morgan and party in Portland, and came north with them in a manner he was the host of the visitors during their stay in this city, and gave them all the opportunities they desired to look about Tacoma.

Mr. Morgan is not giving out interviews during his present trip. He is informed local newspapermen, including a correspondent of the Post-Intelligencer, immediately after his arrival in the city. His remarks to publication were confined to an expression of his regret that he should have reached Puget sound in the midst of a rainstorm and been thereby deterred from making a trip about the city. He stated briefly his plans for the trip home, and firmly declined to talk regarding business affairs. The same rule was rigidly adhered to by the members of the Morgan party, none of whom would talk even as much as their host.

A store just opposite the Tacoma hotel, devoted to the sale of Alaska furs and Indian curios, had the honor of monopolizing most of Mr. Morgan's attention while in Tacoma. In five carriages that were awaiting the arrival of the special train Mr. Morgan and a large part of his guests trove from the depot to the fur store immediately after the arrival of the special train at 4:30 o'clock, and spent more than a half hour there, making numerous purchases.

The visit was an event in the history of the establishment. No one

## AFRICAN RAILWAY PROJECT

Work is Being Pushed Regardless of Drawbacks.

And the Unsettled Condition of Cape Colony Affairs—Many Difficulties Are Encountered.

Cairo, Oct. 19.—In spite of the unsatisfactory condition of affairs at the Cape, the railway projects for uniting the British possessions in North and South Africa are being pushed ahead as rapidly as possible. Some interesting facts have come to light in the government reports just published concerning the difficulties encountered in laying the rails on these lines, and in operating them when completed.

The Sudan military railways, which form the first and most important link in the scheme, consist of two lines, one of which runs from Wadi Halfa across the Nubian desert to Khartoum involving a distance of nearly six hundred miles and the other following the course of the Nile to Kuma, a distance of over two hundred miles. Fifty per cent. of the track is laid through absolute desert and it is necessary for every train leaving one terminus for the other to carry five tank cars containing about ten thousand gallons of water to feed the engines in addition to that carried on the tender.

The only vegetation found on the Nubian desert is an occasional sun tree, a species of the acacia which, though the presence of vegetation in any form would suggest there being water in the vicinity such has not proved to be the case. Extensive borings have been made in the hope of finding water but although some of these have extended as far as two hundred feet only in two instances has water been found. In addition to the difficulty in regard to water sand causes almost insuperable inconvenience. The frequent drifting causes great delay in the operation of the roads and the intense heat causes the ties and all parts of the engine to wear out more rapidly. In some cases owing to the ravages of white ants it has been found necessary to substitute steel ties for those of wood as they quickly destroy the latter and seriously interfere with the possibility of rendering good service.

Notwithstanding these disadvantages a regular weekly service is maintained of two fast trains each way and a daily mixed train which carries Government supplies and the mail. In spite of these difficulties the Khartoum line track was laid at the rate of three thousand yards a day, with a maximum of five thousand yards.

The difficulties encountered in laying the tracks of the Sudan railways were trifling in comparison with those which are now being faced by the engineers of the Uganda railway, which is undoubtedly the most remarkable engineering undertaking of the age.

In order to reach the Nyanza valley through which it is now progressing to Lake Victoria it has been necessary to maintain an organization equal to the maintenance of an army of 15,000 men and to support them in a practically waterless country utterly devoid of resources necessary for the carrying on of the work. The base of operations had to be established at a point devoid even of animal transportation and the first thing necessary to connect it with civilization was the building of a short railway from the river, where a port had to be established with jetties, moorings, cranes, steam launches and lighters to facilitate the handling of the material. There being no native labor available, it was found necessary to import labor from India which has proved in almost all respects satisfactory. In fact, without efficient foundation for operations the daring project could not have been carried out at all.

The housing and supervision of the immense army of employes necessitates the employment of a corps of engineers, possessed of the very highest qualifications and most of whom were sent out from England and were men of ripe experience.

When it is remembered that the laborers are gathered from all parts of India and speak a variety of dialects, the difficulty of managing such a force will be apparent.

So barren of supplies is the country through which the railroads passes that it was even found necessary to import the material for erecting the sheds under which the coolies are housed. In order to supply the water needed the erection of a large condensing plant was found necessary, but for which it would have been impossible to conduct any operations whatever. In addition to this a corn mill had to be established in order to grind the imported grain.

At first the natives proved very troublesome, and laborers could work only under guard of a strong military escort, but at the present time they are giving little bother to the management.

The road was built telegraphically, and heavy temporary works were necessary to carry on the rail work. During the progress of the first three hundred miles something like forty miles of these temporary works had to be built, including such important features as the Macapa bridge and Mazeras viaduct.

In order to secure the labor and

materials from India it was necessary to organize an agency at Bombay and a postal service with regular mails, a large police force, a hospital staff and a temporary telegraph beyond the rail headway. To give an instance of the enormous amount of difficulty which had to be overcome, a small steamer needed for use on the lake had to be carried piecemeal by porters.

The mortality has been terrible. During the first three hundred miles of the course the tsetse fly abounded and all the imported transport animals died from its sting. Jiggers were another nuisance with which the pioneers of the new route had to contend. Their bite caused ulcerous growths, in many cases necessitating the amputation of toes and feet. More terrible still were the ravages of the mangrove lions, and at least fifty coolies were known to have fallen prey to these voracious animals.

The worst of all the difficulties met with, however, was the desert fever, which has carried off thousands of victims and occasionally wrought such havoc with the constructive force that at times 70 and 80 per cent. have been down with it. It is not expected that any difficulties will arise in the contemplated section which is next to be undertaken southward as the heat decreases and the principal deserts have been already bridged.

## ACTIVITY IN ENGLAND

Is Aroused Over the Encroaching Yankee Capital.

London, Oct. 19.—The provincial industrial centers continue to display uneasiness over the encroachments of American trade in Europe. Birmingham has heard that an American firm has made a provisional contract for supplying the Norwegian state railways with 200 passenger and freight cars. This is an experimental contract, and if the rolling stock proves satisfactory in use there will be large additional orders for the equipment of the state railways from America. This order is regarded as a menace to the British iron and steel trade.

Agents of American manufacturing companies have been exploring the country during the last year and have been placing orders with signal success. American competition is also felt in motor cars, one of Birmingham's specialties, and improved machines with electric motors are displacing the earliest vehicles favored by the Automobile Club. Manchester does not complain of the competition of the United States in the cotton trade, but is anxious to secure a safer market in India and a larger one in China.

The Bradford trade is also dragging, the exports of worsted and woolen goods to the United States not increasing as had been hoped and the home market not having been helped by unfavorable rumors about the King's health and the high rates of insurance which the West End tradesmen have been forced to pay as a safeguard for coronation stocks and goods in colors.

It is understood that Mr. Yerkes has arranged a combination of interests between Brompton and Piccadilly and the Great Northern and Strand Electric Tube Railways under which a through line will be made through the northern suburbs of London to South Kensington, connecting the systems of the Great Northern and the District Railway Companies. Mr. Yerkes is also taking the lead in the electrification of the latter company's line and in the construction of Charing Cross and Hemptstead tube.

Recent official returns confirm all previous reports of the comparative healthfulness of Cape Colony religious camps, and to some extent of the settlements in Natal, and Mr. Broderick is urged to send imperative orders to General Kitchener to remove the Orange colony, and Transvaal camps to prepare places on the sea coast.

The Secretary of War has at last been aroused to a sense of the obligations which he is under to see that the men of the Imperial Yeomanry who risked their lives in South Africa shall no longer have their pay withheld. It is apparent from the terms and stipulations laid down in the official announcement from the war office that the accounts of the Imperial Yeomanry have been in an almost hopeless muddle, owing to the general carelessness. The officers have not supplied the war department with regular pay sheets and the officials in the War Office have not acknowledged any responsibility in the matter. Mr. Broderick's intimation at the eleventh hour that the unpaid yeomanry are to receive the money due them and possibly have some effect on inducing discharged soldiers to rejoin the ranks.

An Everyday Nuisance.

Complaint that a number of half grown boys in Dawson who own bicycles persist in riding them on the street at breakneck speed at the same time keeping up a constant ringing of their bells, but as the season is fast when people wear their ears muffled the bells are frequently not heard and a rear-end collision is the result. The general opinion is that sidewalk riders are primarily and exclusively for peDESTAL and that wheelmen should keep to the streets.

Something new at the Pioneer.

## THE IRISHMAN IN HIS HOME

His Children Invariably His First Consideration.

And the More of Them in the Family the Greater His Pride Attempted Trick on the Priest.

The heart of the Irish peasant is given entirely to his children. He will debate for hours on the government's policy and work himself into a fighting mood over the decisions of the county council, but when the leads to the "ones at home" politics pale into insignificance.

"Aw, it's th' childer, is it? God bless th'ir little souls, but it's me an' Mary is th' proud pair! Shure, there's only tin' but th' beatin' of th'ir ye can't find in all Ireland."

When the first born arrives Pat is a proud man, indeed, but it is only when he has to turn down the fingers on both hands to enumerate them that his vanity becomes a matter of anxiety to his friends. Then it is that he assumes a new importance in the affairs of the townland. He is old enough now to lose the undignified appellation of "b-boy," and swell his chest in the deserved title of "man, begob."

One of the most popular Roman Catholic clergymen in the west of Ireland, when visiting a peasant, jokingly observed the number of children in the family.

"Aw, ye haven't seen half of th'ir yet, yer riverence. Wait a bit."

Pat opened the kitchen, ordered the children outside, and placed "creeen" on the floor so that no one could pass in or out without first jumping the baskets. When everything had been arranged to his satisfaction he called to the children "to come in th' front dure, chase 'cross th' dure, an' then jump out agin over th' creel in th' back dure."

The jumping began, and as fast as one "gossoon" disappeared from the "back dure" another hopped smilingly into view. Five, ten, fifteen, twenty were counted, and still the procession continued. Then the priest noticed that several of the faces seemed familiar. He closed the back door, and when eight little urchins had encircled the house and leaped into the kitchen the fraud was manifest.

"Well, Pat, that's a neat trick," said the priest.

"Troth, an' yer riverence, it's no trick at all. I was only givin' ye a notion of me intentions regardin' th' future!"

At a christening on another occasion it is told that when the name "Patrick Emmett" was repeated to the priest the latter remarked: "Is not one of the family already named 'Emmett'?"

"Shure, aye, there is," said a bystander. "But what matter, they're run out of names an' have to begin over agin."

The Irish boy has a hard lot, but in spite of all is the very essence of fun and mischief. He is exceedingly shy at first acquaintance, but as soon as his reserve has been partly forgotten he is an interesting little person. He will then tell you all about the "praty" crop, and the "foine growin' weather it is," not forgetting to lament the prevailing low prices for farm produce and "th' trouble me father has to git along."

As the acquaintance ripens, however, this timidity of thought will be abandoned and the lad will tell, with glowing eyes, of the "fishin' hole" down the river, with the biggest roaches in it; point out "th' bog where th' bist turk cloddin' match was iver seen," and recite with growing enthusiasm the way "us gossoons stole all th' apples out of our Kitty's orchard."

Irish boys and girls are early risers. Likely enough before their parents put in an appearance in the kitchen the turf fire will be blazing on the hearth, the oatmeal "stir-about" boiling furiously in the little "skillet," the goats milked, and everything ready for breakfast, except to "wet th' lay in th' brown taylorot."

There is small ceremony connected with breakfast. On stools and chairs the members of the family sit around the kitchen "suppin' th' stir-about." The oatmeal is served on plates which are carried off and laid on the corners of chairs or else balanced neatly on the ends of stools. The oatmeal is followed by half a cup of tea and a thick slice of home baked brown bread. Dinner usually consists of potatoes, butter milk, and a slice of American bacon. Tea and coffee come at 5 o'clock, and if the family grow before retiring for the night, "th' food is wholesome, if lacking in variety, and it is a question if it is all the world healthier children are found. Their feet are bare and tanned from long exposure to the weather, then clothing is scant, except on Sunday when they go to "mass." Their hands are taught to labor at a tender age, and yet their faces bear the stamp of health and their red cheeks are a revelation to the tourist.

"Where did you get those nice red cheeks, my little man?" asked a traveler, of a bareheaded, bareheaded lad of fourteen.

"Git thim! I niver got thim; I just alwis had thim."

It is really pathetic to witness the sacrifices the peasants make to give

their children some kind of an education. Although the parents themselves may be illiterate, they nevertheless time nor money in "givin' th' childer good larnin'." Compulsory education has lately been introduced, but it has been found necessary to force the law only in instances of absence from school because of the insufficiency of clothing for the children. School is over at 2 o'clock, when the boys must hurry home to work on the farm, the girls meanwhile helping around the home. If the great harvest has been a success the donkey will be harnessed, and one of the "gossoons" sent to "town" to find a purchaser for a lot of turf.

More than likely this boy has an old clay pipe secreted about his person, and when evening comes he will no doubt be found lying behind a whitehorn bush with several aspirators, whistling a piece of "thivist" tobacco, rolling it between his palms, and quarreling for the privilege of the first "draw." The smoking is done in secret until the eventful day comes, when his father "wipes his own clay daub" on his coat sleeve and asks him to "take a pull."

The father will probably ramble on remarks at the experience of a which which the lad takes his supposed first smoke, but there is not the prying ring in his voice—he was a boy himself once, and he does not forget it.—Wm. Bullock.

## YOUNGEST KING IN HISTORY

Was James the Sixth of Scotland Afterwards of England.

James the Sixth, of Scotland, afterward James the First of England, was not the first youngster to wear the Scottish crown, but he certainly was the queerest. He was born in June, 1566, Prince Royal of Scotland and Duke of Rothesay. The Queen of England was to be his godmother and the King of France his mother, and as news traveled very slowly in those days it was some time before the foreign envoys reached the court to stand sponsors at his baptism. Queen Elizabeth sent the royal baby an immense silver font, and the King of France sent a jewel and a bag of gold. The baby king was dressed bodily in the big lion and new garments. For some time he lived in Stirling Castle for safety, the "thief" being very rough. His unpromising mother was taken prisoner and forced to abdicate the throne in his favor. His beautiful baptismal font was melted down for funds with which to fight against his poor mother, and his bag of gold went in the same way.

White he slept and played in happy infancy battles were fought and skulls were cracked in his name, and he knew nothing about it.

When thirteen months old he was crowned King James the Sixth in Stirling Castle. This little royal oddity was six years old when he could "wobble on his ain legs," as he expressed it. When five years old and still unable to walk, he was carried into parliament a little bundle in a robe, to sit on the throne bundled in robes of state and make his first speech to his subjects. He had wanted it by heart and chattered it off perfectly, but his small eyes gazed about had noticed a state of affairs that had been taught him the sentence of his own parliament: "There is no hole in this parliament!"

Though this child was King of Scotland, he had a very unhappy childhood. His tutor, James Buchanan, hated all children, but especially he hated the little king, who he considered a nuisance. And had it not been for Lady Mar, secretary and confidante of the Prince Royal, it would have gone hard indeed with him. The little king liked to learn, could read and could write before he could walk on his weak little legs; and took to Latin and Greek as a duck takes to water. For the slightest offense he was instantly and severely beaten. Buchanan, whereupon Lady Mar, bearing his cries, would fly to the rescue and roundly abuse his tutor for "striking the Lord's Anointed." As his true friend, and when nobility were despoiling their King of the goods Lady Mar had hidden away many a jewel or set of linen or French silk which Queen Mary had provided for her son. Queen Lady Mar thought he was old enough to be shown to his subjects, and brought forth the spoils she had hoarded for him. She dressed him in a gorgeous white satin doublet and breeches and a hat with a long white feather—fastened by a Balalaika (swell) among the British courtiers.

"Smiling and very wise in his talk and merry," he "wobbled" joyously through the streets for an hour or so each week, holding Lady Mar by one hand and kissing the other hand to his people, a guard of honor at his back and a sword at his side, a really regal little lad for his inches, able to parade Latin correctly. His people looked at him and with him, and waited for him as the day came for his coronation and took to him kindly. "And you may say to me, my bonnie gentleman, 'What a citizen asked him one day."

"Wha," replied the little King promptly, "but your ain high and mighty Prince, and the Lord of the land."