# ON ALASKAN LAKES.

## SCHWATKA AND PARTY REACH CRYSTAL WATERS.

### Succeeding Over the Utterly Worst Trail in Twelve Years—What a Railway Could Do for Our Acquisition From Russia—The Siberian Railway Dispute.

(By Schwatka's Special Press Association.)

ANN-KLAH (Via The Lands), Division N. W. T., June 18, 1891.—Dear News: Before we set thought the final approach was actual, but inside of four or three days it was quite again, and we were looking to the Indian pass from our long guard surprise. There was much road under passed through the very day (June 10), but it did not seriously interfere with the day. The only trouble was the night one day when groups were passed in a very in-

CROSS THE PRAIRIE.

variably few long distances and were within several. A tourist or an expecting trip carrying a dozen necessary while and which is not for the time, generally for an immediate wing that and sweet, filled up the filing tide like a sportsman devoted wholly to the pursuit. The fresh signs of bear game we saw were those of bear grubbing in the sawgo for roots. Just before noon we crossed the first pass range, and, as usual, it was more mountain forest. The middle of the afternoon next day (19th) heavy thunder was heard and the sky and air soon in with thunder thrower with heavy hail spring up and lasted for two hours, heavy at our Indians but some hard shoulder thunders and such a storm we cant have been a smaller imitation. They said the great rumbling noise was caused by the flapping of the wings of a large eagle. I should have certainly sworn that they had seen it thus flapping. Practically the Pacific coast of Alaska is unfortunately for the Indians, for the interior plateau has to fall down. These storms always accompany people in fairly grouse and we counted seven that day. Any one who has the clothing etc. off a tourist thunderstorm sprout that is the way, showing the great concentration and power of the Russian Indians. Indeed, the thunderstorms in the Rocky mountains, snowing and watching has always on that side of the Rocky mountains with a view Kindleyer (Indian and a South and Western or Northwest weather practically some the hours for all sorts of game and dangers to be met by Canada as thoroughly as it is possible for merchants to do so, beyond this is a matter of sportsmanship or a mount Western woodcraft, pure and general experience and intelligence.

That day's march was a fearful one through wet moss brush and deep sawgo. At noon next day after sawgoing toward the great divide between the Pacific Ocean and Bering sea drainage basin we reached the timber limit, the top, the pass directly ahead and to left view. Hoosh had filled thirteen passengers before the show and which closed up they could be heard shouting in all directions, and before noon we had another half down without really trying for them. Crossed the "Chilkoot Pass." Now, the high hill must be on the line called a tunnel if tunnel be used in the great rather beyond, one of which was not visible from the lake for which we are carrying, using the lake to inspect the hollow and that were up bright and early next morning and got away with the first fresh breeze in a canoe, hoping to make it that day. I think, but little dreaming of the cascade yet in between.

The middle of the foremost three hours on our view the whole valley of this great tributary of the Pacific Yukon, the cascade and hollow probably standing with glacier lakes. The big lake ended almost entirely one lots and over three miles long.

Some days back I had speculated aquable—I think it was the time I had on my extra stopper then—and thought it best we consider why at the time I paid but little attention to it for the next three days. It was not for the considerable attention, however, and giving sandily some so that by the time the lake was reached I was just about how do mainly a gulch in our. It was one of the luckiest unlucky accidents I ever had happen.

Despite the dense course of mosquitoes that night (the Indians were so eaten away with fire parks by 3 o'clock the first lake being reached an hour later. The boiling course lake now cross to the front, as I will briefly describe

WHO THE STRANGER PAID.

them. They are the filing tools of Kamchatka, Siberian and in their one circulum are quite unique, among them very strong, carrying crude, a ton each, and weighing not over the phonic spoon. There is a double jacket, both of which have to be ripped to sink the boat, the other one very heavy counter and the other one wheel group. I had named them: Andrew Allen Bonner, Robert Edwin Bonner and Frederick Bonner, after the pioneer of the pioneers of the colony and pioneer of the "Very Ledger." At "Fort Ledger" I put up the Frederick Bonner in forty minutes and there were two monuments with each land in the mountains in every one towards building up the town "Ellen Lake" was two and a half miles long the five portage about a half a mile every "second lake" was nearly one-half a mile, the seventh portage one

ONE OF THE MEN OF TOWN.

twenty miles a day. Such a pioneer party ought to make a very fair trip, and I think it will be a month at least. From the lip lake there is uninterrupted close navigation to Selkirk, by the shortest possible, although it is possible that one portage, the Rink Rapids—may give trouble of certain considerable stages of the river. It is, however, a very natural of sufficient commercial interests being developed in the Yellow Knife in local by the making and maintaining of some a trail in the spring and summer months. The Alaska city is to be together in this is pretty certain.

The Yellowstone Park, I know, this little trail will cost money to, I think, is a railway and yet so very far worse to pay either. In the current observed [illegible] the consideration before some [illegible] distinct. There are a great deal to keep in mind in Alaska, but as regards the Canadian Pacific and Northern Pacific are concerned or railways making up to which one or the other of the two to be [illegible] to Canada, I hope for one and the same principle. The great Siberian railway, something in California, is almost good, we have to cross Asia, a distance of twelve, or twelve years. The present necessarily open under Russian to U. S. America, although for a railway, is to the Amoor country, and by a railway down the Yukon river. There is also lately a point west of the valley for long [illegible] miles are to be [illegible] to be completed, a far too favorable consideration for the advantage to England. From Juneau to Northeast the sea range that be made up to a large "ocean greyhound" in a week, and at all seasons of the year. The construction of a railway along the Yukon, through the Alaska coast range would cost too, I believe, than the average that through the Canadian Rocky mountains. The great inland pulses gained the new attention to my point on the Canadian Pacific would be about equivalent to that on a Russian railway, and of which this cannot after all to use a my there extension. The most lively objective point on the Canadian Pacific to strike would be Winnipeg, a town and city, with many direct railway connections to the very heart of the United States. Into this Alaska road would be a natural branch of the Canadian Pacific that would operate it to better advantage than would a direct or an independent line. This branch would be less shortened by more than the main line, which again has less great difficulties than lines further south, the line of Russian one, strength for North America being somewhere under the central parallel of the United States.

FRANCIS SCHWATKA.

Chief U. S. Ledger Expedition.

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A very pleasant sight was witnessed on the Brooklyn water front a few days ago and one that is of far less uncommon occurrence. It was the meeting of four American steamships almost at the same time.

A colored man of High Point, N. C., fell from an electric light pole to the pavement, a distance of twenty-five feet, the other day and is reported to have escaped without even a scratch.

The output of petroleum in this country last year exceeded all previous records, and amounted to 30,140,000 barrels.

Roads to run in conjunction to electric railway systems in Pittsburg and Allegheny, a distance of 100 miles.

## GOOD ROADS AND BAD.

### How Present Highways an Inheritance from Dark Ages.

Hills and valleys have defied the people used to the roads of early times. One we have in Georgia and [illegible] the original of making roads of hilly, then to permit roads in valleys. There has been no material improvement in the method for a thousand years, and it is strange that we have to show to Europe what the method has not the people of the same class, to say nothing of the rest of the country, with the result which is to those in the valley, the method would be a revelation. If in the old time when the last time has caused to power of last roads the Romans would be almost just blind. But the method is a very simple one, and any intelligent farmer can apply it and to all his roads. If, as a good road, we have the land or stone or our home on a level road—if we can find some water one mile two miles or good road—we have the resources that are required to be more or less [illegible] very only be at most a [illegible].

It is claimed, and with good reason, that in the matter of progress and development the farming interest has not kept pace with the other interests of the country. This is partly accounted for by the highways of the last century of a century, but the main reason is to be found in the fact that the farmers, especially in the road engineer, are handicapped by the wretched system of roads which every year between farm and market. When the Georgian Europe of Europe, the thoroughly [illegible] the fact we should have a change. In the course of things it will be a gradual change, but the entire world will be seen the less the [illegible].

It is not the cost of good roads that has kept the farmers from adopting the system. When the cost of good roads is compared with the cost of the wretched one that are now in use, the cheapest of roads will be found to be the best. It would cost the farmer less to have good roads than it does to make a [illegible] of hedges in the present [illegible] [illegible] taking into account of [illegible] the wear and tear of stock and [illegible] the [illegible] the. The cost of hauling an average load over the roads as they exist is not less than three times what it would be if the roads were good, or even tolerably good. It is the [illegible] of cost—the wear and tear—that is constantly going on under the present system—that will finally convince the farmers of the necessity of making a radical change in the character of the public roads and in the method of making them.—Atlanta Constitution.

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### Furniture of Foreign Roads.

In England the country roads are so good that a single horse can pull a vehicle with ten passengers and a dozen or more on any ordinary day, and do it with perfect ease. The public highways are likewise good on the Continent. The European roads are almost everywhere paved with stone and well drained into nearly paved gutters. Each house holder in France is required by law to pay for the breaking of a certain quantity of stone, to be used in keeping the highways in repair. There is nearly always perfect superintendence by the authorities which keeps the roads in most parts of Europe in prime condition.

How is it in the United States, save in a few localities, mostly near the great cities and where the settlements are [illegible] and polished? The road work is a mere farce in its results, and yet how burdensome on those who are compelled to have other and [illegible] and do it. The system of neglect during a portion of the year is supplemented by the system of doing things in the wrong way when they are done at all.

Stone might be brought cubrete hill, bridges repaired, gutters looked for the roadbed and left in place. In a great many instances, and in some cases, [illegible] to do, and whether the French plan of supplying the poor using the highways or those who use the highways to pay for a definite share of the necessary labor be adopted, or the plan be preferred of relying on a sufficient tax collected, it might time we were doing something. The fact that something radical ought to be done, in the matter is apparent to everybody. Everybody who has perform duty in the previous years, and who gives an excuse that they have not the money to be taxed for it or the time to devote to doing the work themselves. In this they are in error. The great drawback to improved road work with the country people has ground to complaint of poverty—in the indolence of the roads. Poor roads and the fact that there are no public roads in such a case deter people from the idea of spending their money.—Washington Post.

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### What Good Roads Do.

Colonel A. A. Pope deserves the credit of being a pioneer in good roads. He has offered glasses to bicycle riders on the best and girls who shall write the best essays on good roads, and to be himself judged and in The Forum what he calls the "Good Roads Movement." Colonel Pope cannot the name of Professor Norton as being combined their popularity in the last few years, chiefly for their excellent work on that the Olympic Club, and the work done the wheeling. Governor Beaver, of Pennsylvania, has placed roads on the same footing with the public school system in the necessity of the people.

Colonel Pope is strongly against his proposition and thinks that it is only by having state supervision and the assistance of competent engineers that a comprehensive and economic plan for the improvement of the whole state can be adopted. Colonel Pope says that roads should not have the work in control, so it, and points out that it will be much better to the people in the city and it to the farmers that the roads of the town be laid out and the best facilities for communication between different parts of the state or between the country districts and the city.—Boston Herald.

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The number of monarchies in Europe has increased by one during the past year, the duchy of Luxembourg having become a sovereign state by the death of the queen of Holland.

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A gold brick was recently shipped to San Francisco from Tilton, Cal., the value of which was estimated at between $60,000 and $70,000. It weighed a little over five pounds.


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SPECIAL SALE OF CLOTHING.
$6.00 Men's Suits, - now $4.00
11.00 " - " 8.00
14.00 " - - " 11.00

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17.00 Men's Cheviot Suits, now 14.00
12.00 " - - " 9.50
7.50 " - 5.00

CARPETS.
50c. Carpets, - - now 40c.
75c. " - " 60c.
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PLUSH COATS—a few,
And rather than carry them over will sell
$50.00, half price, - now $25.00
30.00, - " 15.00
17.00 Plush Wraps, " 8.50
A few Ladies' Cloth Coats at half price.
We have the Goods you want. Our fortieth year residence in this city gives the experience in the wants of the people.

TEASDEL'S SHOE STORE.
Full and Complete Stock.
$5.00 Ladies' French Kid, - now $3.00
4.00 Dongola Kid, - " 2.50
3.00 Sundry sizes, Cloth and Coat, " 2.00
2.50 American Kid, - - " 1.75
1.25 Children's Calf, - - " 75c.
1.50, Kip and Grain, - - - " 1.00
2.50 California, Serge Top, - - " 1.50

GROCERIES.
TEA, well-known brand of S. P. T. at 25c. per pound.
20c. Cans French Peas, - - now 20c.
30c. " - Mushrooms, - - " 20c.
60c., large bottles Pickles, - - " 50c.
6 Cans of Tomatoes, - - - for $1.00
12 lbs of Dried Apricots, - - - " 1.00
12 lbs of Dried of Plums, - - " 1.00

STRAW GOODS.
Ladies' Straw Hats, - 40c. in Fancy Straw.
" " " - 50c. in Hair and Straw.
" " " - 75c. in Plaited Straw.
" " " - $1.00 in Stylish Colors.

Flowers in Poppies, Geranium, Buttercup, from 25c. to $1.00 spray.

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DRY GOODS DEPARTMENT.
20 yards Hope or Bleach.....for $1.00
20 yards Dixie L. S. sheeting....." 1.00
20 yards Best Gingham....." 1.00
20 yards Nice White Flannel....." 1.00
20 yards best Standard Calicoes.....1.00
Dr. Warner's Corsets, worth $1.25.....$1
Dr. Foster's School, best quality, Ladies' Kid Gloves, 75c pair
Best quality Cotton Warp, a bleach.....$1.20
Beautiful quality 100 Cambrics, all colors, for.....5c per yard.
Ladies' all wool Pumola, worth $1.75, for.....$1.00
Beautiful line Ladies' Dress Buttons, direct importation from Germany, usually sold for 50c a dozen for 5c a dozen.
A yard long, White and Gray, fine quality Blankets for 95c, one pair only to each person.
Ladies' and Children's Hosiery from.....5c a pair.
Beautiful line all new style Dress Goods, reduced to half price for this sale.
6 feet long Window Shades, with spring rollers, complete for.....5c

CLOTHING DEPARTMENT.
Men's Suits.....for $5.00
Men's Pants....." 2.75
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Men's Hats, fine quality....." 75
Boys' Hats, fine quality....." 25

SHOE DEPARTMENT.
Ladies' fine Glove Grain Shoes.....1.25
Misses' fine Glove Grain Shoes.....1.00
Ladies' fine Kid Shoes, worth $4.00.....1.75
Children's fine Kid Shoes.....85
Men's fine Kid Congress Shoes.....1.50
Boys' fine Kid Congress Shoes.....1.25

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Best quality White Dress Shirts.....45
Men's White Merino Shirts and Drawers.....25
Men's Overalls for.....25c a pair
Men's Heavy Socks, for 5c a dozen, or.....5c "
Men's Buck Gloves, for.....49c "
Men's fine Suspenders, for.....20c "
Boys' fine Suspenders, for.....5c "

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25 bars of Soap, for.....$1.00
Western Washers, for.....$4.00 each
ALL GROCERIES CHEAPER THAN ANYBODY.

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SALT :-: LAKE :-: EQUITABLE :-: CO-OP.,
New Equitable Block, 42, 44, 46 and 48 West corner Richards and First South Street,
One Block straight south from the south entrance of Temple Block. All Goods are new and also our Building just erected is large and light. Come see us, we will present you with a nice Souvenir of our Temples.