

HAS RICH RESOURCES

Why Capital Is Invading the Little Isle of Cape Breton.

One of the rarest spots on the Atlantic Coast—How a Brave Yankee General Captured Louisbourg Citadel.

[Special Boston Letter.] PERHAPS no piece of land embracing the same number of acres presents more varied attractions to the sightseer than the island of Cape Breton, and few are more neglected by tourists. Its coast line divides it from various bodies of water and it is indented in every direction by large bays and inlets.

Fogs from the Atlantic ocean, the Gulf of St. Lawrence, Gut of Canso, Cumberland strait, and, last but not least, over the neck of the peninsula of Nova Scotia from the Bay of Fundy, drift over it, enriching and deepening the color tones of its vegetation.

Certain portions of the coast stand out in bold grandeur. Everywhere the scenery is fine. In winter, the dark pines outlined against sea and sky and contrasted with the purity of the snow give an impression of great solemnity. This is heightened by the roar of the surf. In spring and summer, when maple, birch and oak trees furnish variety to the forest coloring, the effect is less severe. In autumn, when the frost has touched the leaves with glorious reds and purples, the island is magnificent. The atmosphere softens and blends everything. Grain grows in abundance, although the inhabitants draw more or less on the United States for food supplies. Fish, of course, are used in large quantities, for the surrounding waters contain the finest fishing in the world, but the great wealth of the island has always consisted of coal, which is now being mined in great quantities.

Cape Breton lies between Newfoundland and the mainland of Nova Scotia, to which it was annexed in 1829, much to the disgust of its turbulent inhabitants, who were as restless

finally returned to France in 1672, and wrote a work concerning his troublesome possessions, with a title as long as his years of disappointment. The mines since that time have been worked in a desultory way. An English company, the General Mining association, had a monopoly of the coal trade from 1827 to 1858, when their charter was amended, so that the legislature resumed all portions but the North Sidney part of the eastern coal field. Leases were at once made to different companies. The Dominion Coal company has been methodically handling the output for the last few years, and now the Dominion Iron and Steel company intends to join in making Louisbourg a headquarters.

This venerable town, from having been an obscure fishing village for a century and a half, is liable to regain an importance equal to that of the distant past, though differing from it in kind. Wharves are being built into the waters of the harbor, looking down through which fish may be seen flashing around sunken cannon. In 1893 a Boston capitalist consolidated all the mines not belonging to the old company. Old shafts have been enlarged, immense new ones dug and modern machinery put into use. The Nova Scotia Steel company is equipping a large steel plant. At different points large mines are being worked, and in 1899 the Dominion Steel & Iron company at Sidney was founded with a capital of \$20,000,000, being a veritable Prince Charming to the sleepy little village, which is as yet hardly awakened to the fact of its future importance.

Cape Breton is a land of splendid harbors. Several railroads are expected to terminate at Louisbourg, and it is mentioned as the probable future landing place for British vessels. This little town is full of historic interest. Although Lief Ericson is said to have been the first white man to view these shores, there is no history of their having been trodden except by the feet of Indians until John and Sebastian Cabot landed there in 1497. All the nations after this time sent boats to the surrounding waters for the fishing, Spain and France taking the lead. In 1713, by the treaty of Utrecht, Cape Breton was acknowledged to belong

A RACE AGAINST TIME.

Graphic Account of the Record-Breaking Journey of the Australian-London Mail.

"Transportation," said a speaker recently before the international commercial congress at Philadelphia, "underlies material prosperity in every department of commerce; without transportation commerce would be impossible; those states and nations are rich, powerful and enlightened whose transportation facilities are the best and most comprehensive; the dying nations are those with little or no transportation facilities."

Then the speaker uttered these two memorable sentences:

"Trade follows the flag."
"Trade follows the mail."

If these statements be true, too great importance can hardly be placed upon the recent achievement of an American Pacific liner and of the five great railroads making up the transcontinental system between San Francisco and New York, of which Mr. Charles Barnard gives a graphic account in the "Four Track Series."

At the post office of Sydney, N. S. W., there lay, early in the morning of August 13, 1901, 367 sacks of the most important mail matter ever sent from Australia to England. There are two routes by which such mail could go. One is an all-British route by way of the Suez canal. The other is practically an all-American route, by way of Samoa, Hawaii, San Francisco, New York and thence to London. Of course, under the present arrangement, the last lap, on the bosom of the broad Atlantic, is sailed under the British flag. The British route is the older one and also the shorter, being 12,500 miles, while the distance the other way around is 13,557, a difference of over a thousand miles.

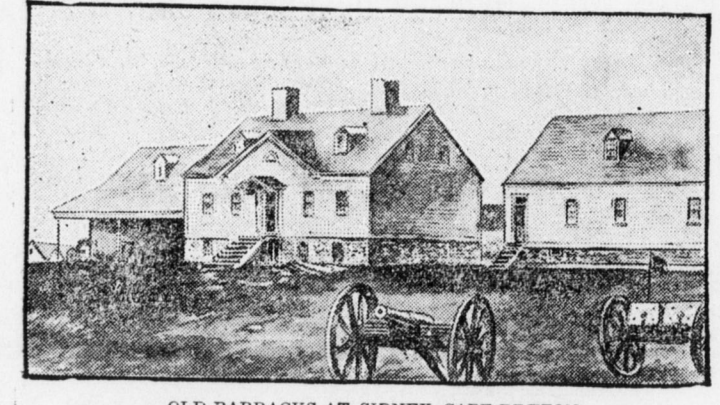
That morning, the 13th of August, the American flag was flying on a new ship, fresh from the American ship yards on the Delaware. She was the best available ship that day in the South Pacific. The only thing to do was to place the important mail on board the new American, twin-screw steamer "Ventura," of the Oceanic Steamship company, which was done at ten o'clock in the morning. From Sydney the Ventura steered straight for Auckland, and entered that harbor on the 17th. Taking on freight, mails and passengers she again set sail, making for the beautiful and poetic islands of Samoa, thence for Hawaii and San Francisco. At seven p. m., September 2, she anchored at quarantine in San Francisco harbor, having made the voyage in 20 days and 9 hours. Had the Ventura been urged it is possible she could have arrived a few hours earlier and landed those precious mail bags that day. As it happened they could not be landed till 8:30 on the morning of the 3d. They were at once transferred by teams to the Market street station of the Southern Pacific (Ogden route), and at ten o'clock they began their eventful journey across the continent to New York, 3,388 miles away.

Suddenly the unexpected happened. The train arrived at Ogden, Utah, two dreadful hours late. The mail was transferred to the mail car of train No. 2 of the Union Pacific. It was still late when it reached Omaha. The Chicago, Burlington & Quincy put the single mail car containing his majesty's mail behind a special fast engine. It was a night run against time for No. 1086. On and on, 60 miles an hour steady. The train entered Union station, Chicago, at 9:08 a. m., on the 6th. Five hundred and eight miles in 555 minutes.

No. 6 is the Lake Shore—New York Central "fast mail"—the heaviest fast mail train in America. She had left at 8:30. That train had to be overtaken. A new special, two cars and No. 366, would try if it had to chase it all the way into Buffalo. At precisely 9:59:30 a. m. she pulled out from the Lake Shore station—and No. 6 one hour and 29 1/2 minutes ahead. As the special ate up the miles, it became evident that she was making up the lost time. She would overhaul No. 6 at Toledo. Two hundred and forty-four miles in 25 1/2 minutes. The thing had been done. The two hours lost, 2,000 miles away had been made up.

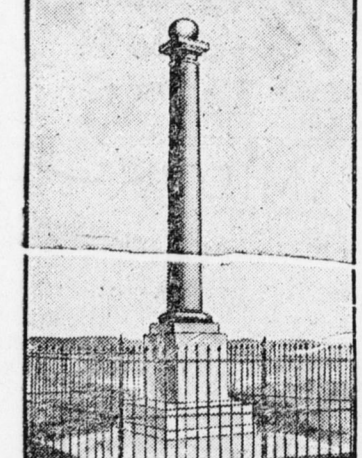
At Buffalo, the precaution was taken to make up the New York Central's No. 6—the fast mail—into two sections, sending on those mail bags from Australia, together with Uncle Sam's mail, in the first section. This was the fifth and last of the railroad lines forming the route across the United States. The train pulled into the Grand Central station the morning of the 7th at 9:57—three minutes ahead of time.

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OLD BARRACKS AT SIDNEY, CAPE BRETON.

as the waves that surrounded them. French and Spanish settlers superseded the Indians; these were followed by English and more French, then more English. After these came, in 1800, Scotch Highlanders, driven from their homes by unjust laws. These latter settled in Nova Scotia and Cape Breton. On the island the influx came chiefly from the inland districts of Inverness and Argyshire, Roman Catholic and Presbyterian making common cause and rendering the little island the Scotchiest of all Scotch districts outside the old country. Many amusing anecdotes are told of their manner of standing by each other, casting religious prejudice to the winds. Any kind of a Scotchman was bet-



LOUISBOURG MONUMENT. (Erected in Honor of the Yankee Heroes of 1745.)

ter than the best representative of another nation. These different nationalities have never become amalgamated, and not the least of the attractions of the island are the speech and customs of its people. After many years of neglect, public attention is now turning toward Cape Breton on account of the development of its mines. It has been called the "long wharf of America," and for about eight years past it has been regarded as a future great distributing center. It is well situated for the purpose and coal crops out prominently in various localities, notably on the east coast at Morien Bay to North Sydney. During the reign of Queen Elizabeth the coal trade of Cape Breton flourished; and Champlain, in 1612, drew a map of the island. But Nicholas Denys, of Tours, was the first to make reference to the coal. A grant of the island was made to him in 1654, by Louis XIV. Its possession was furiously contested with him and he

EDWARD JULIAN.

A MATHEMATICAL QUIZ.

Will of a Milwaukee Man Divides His Small Estate in Most Puzzling Manner.

Heirs of Peter J. Gergen, whose will was filed for probate at Milwaukee, Wis., the other day, probably will be forced to resort to higher mathematics to ascertain the amount to which they are respectively entitled. In its directions regarding the distribution of the estate, which is valued at \$3,500, the will is a curiosity. The property is to be divided among the widow and eight children, and the allotment to the children is made in the following language:

"Mary to receive for her share \$200 more than the other children, Nicholas to receive \$50 less than the other children, John to receive \$70 less than the other children, Anna to receive \$30 less than the other children, Joseph, Peter, Gabriel and Frank to receive an equal share, which shall be \$200 less than Mary, \$50 more than Nicholas, \$70 more than John and \$30 more than Anna." Peter Gergen, one of the sons, was named as executor in the will.

THE MARKETS.

New York, Nov. 2. Flour—Active and firmer. Wheat—No. 2 red 77 3/4c. Corn—No. 2 at 63 1/2c. Oats—No. 2 white 44c. Cattle—Steers \$4.15@5.65, veals \$7.75@8.00. Sheep—Steady at \$2.00@3.25, lambs \$4.65@4.90. Hogs—Mixed \$5.80@6.00. Cleveland, Nov. 2.—Flour—Winter wheat, patents, \$3.75@4.10. Wheat—No. 2 red 73 1/2c. Corn—No. 2 yellow 62 1/2c. Butter—Best creamery 23 3/4c. Cheese—York state 11@12c. Eggs—Best 23c. Potatoes—Best grades 65@70c. Cattle—Choice steers \$5.00@5.25, calves \$6.00@6.50. Sheep—Best \$3.25@3.40, lambs \$4.40@4.50. Hogs—Yorkers \$5.80. East Buffalo, Nov. 2.—Cattle—Steady, unchanged. Calves \$7.00@7.50. Hogs—Heavy \$6.00@6.15, roughs \$5.50@6.60. Sheep—Lambs \$4.50@4.75, sheep \$3.00@3.85. East Liberty, Nov. 2.—Cattle—Choice steers \$5.20@6.00. Hogs—Best Yorkers \$5.90@5.95. Sheep—Good \$3.15@3.25, lambs \$3.00@4.65. Cincinnati, Nov. 2.—Hogs—Active at \$3.65@6.15. Cattle—Steady at \$1.75@5.15. Sheep—Steady at \$1.00@2.75, lambs \$2.00@4.35.

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The national game is frequently productive of "home runs," and one of the most interesting of this variety of tallies was made by a Philadelphia batsman in Chicago. He hit the ball squarely, and drove it over the right field fence. It entered the window in the second story of a house, rolled down the back stairs into the kitchen and lodged in a pan of dough under the stove. The natural inference is that the family partook the next day of ball-bearing bread.—Youth's Companion.

Poor Chumpless. "Why, pa, this is roast beef!" exclaimed little Willie at dinner on the evening when Mr. Chumpless was present as the guest of honor. "Of course," said the father. "What of that?" "Why, you told me this morning that you were going to bring a 'mutton-head' home for dinner this evening."—Philadelphia Press.

Her Choice. Doctor—My dear young lady, you are drinking unfiltered water, which swarms with animal organisms. You should have it boiled; that will kill them. Patient—Well, doctor, I think I'd sooner be an aquarium than a cemetery.—What to Eat.

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