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 Louisburg Citadel.

[Special Boston Letter.]
ERHAPS 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 headquarters. 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, deepening the color tones of its vege-

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 of the snow give an impression 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 portance. and purples, the island is magnifiblends everything. Grain grows in abundance, although the inhabitants

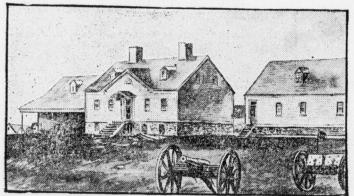
Scotia, to which it was annexed in 1829, much to the disgust of its turbu-

HAS RICH RESOURCES finally returned to France in 1672, and wrote a work concerning his troublewrote a work concerning his trouble-some possessions, with a title as long as his years of disappointment. The mines since that time have been worked in a desultory way. An Eng-lish company, the General Mining as-sociation, 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 east-ern 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 in-tends to join in making Louisburg a 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 dis-Gulf of St. Lawrence, Gut of Canso, tant past, though differing from it in Cumberland strait, and, last but not least, over the neck of the peninsula the waters of the harbor, looking least, over the neck of the peninsula of Nova Scotia from the Bay of Fundy, drift over it, enriching and flashing around sunken cannon. In 1893 a Boston capitalist consolidated all the mines not belonging to the old company. Old shafts have been en-larged, 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 im-

Cape Breton is a land of splendid The atmosphere softens and harbors. Several railroads are expected to terminate at Louisbourg, and it is mentioned as the probable future draw more or less on the United States for food supplies. Fish, of course, are used in large quantities, Although Lief Ericson is said to have landing place for British vessels. This 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.

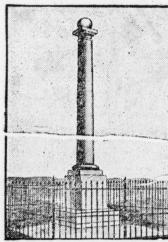
Canon Protest like the first white man to view these shores, there is no history of their having been trodden except by the feet of Indians until John and Sebastian Cabot landed there in 1497. All the na-Cape Breton lies botween New-tions after this time sent boats to the foundland and the mainland of Nova surrounding waters for the fishing, Spain and France taking the lead. In 1713, by the treaty of Utrecht, Cape lent inhabitants, who were as restless | Breton was acknowledged to belong



OLD BARRACKS AT SIDNEY, CAPE BRETON

French and Spanish settlers super-seded the Indians; these were fol-lowed by English and more French,

On the island the influx came chiefly from the inland districts of Inverness and Argyleshire, 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 na-tionalities 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 cape Breton on account of the development of its mines. It has been called the "long wharf of America," wife, assisting the solders, Louisbeen regarded as a future great it is well attuated that the solders are the controlled with the solders and government of the solders and government of the solders are the solders. It is well attuated that the solders are the solders and government of the wimen, even, headed by Commandant Drucour's wife, assisting the solders, Louisbeen regarded as a future great it. for the purpose and cal crops out tack on Quebec until the following year. The town was dismantled two ably on the east coast wills from Morien Bay to North Skiney. Dur- houses, brought from France, was caring the reign of Queen Elizabeth the coal trade of Cape Breton flourished; site of the old fortifications, and bu and Champlain, in 1812, drew a map of the island. But Nicholas Denys, of the island. But Nicholas Denys, tance. But modern progress has of Tours, was the first to make ref-A grant of the ger and strangers are treading island was made to him in 1654, by
Louis XIV. Its possession was furiously contested with him and he erence to the coal.

as the waves that surrounded them. | to France, and during the following 30 years about \$5,000,000 was expended on the fortress at Louisbourg. This town became most important to the 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. French fishing interests as well as a cessor. It was established on the south side of a commodious landlocked harbor, and is about 25 miles from Sid-ney, with which it is now connected by rail. The mouth of the harbor is about a mile in width, but a continuous reef reaching from the main shore to a large island near the center reduces the entrance to about one-third of a mile. On this island the French mounted a battery.

Duchambon, the governor in 1745, was obstinate and incompetent. In de-fiance of repeated warnings he neglected taking proper precautions against attack, trusting in the strength of his fortifications. This fact ren-dered are represented. der Col. Sir William Pepperill, of Massachusetts, a brilliant success. A lot of untrained New Englanders, without siege artillery, captured the best equipped fortress in the country, upon which and its outworks were mounted 170 guns, and which contained a garrison of 1,500 trained militia and 750 regu-Pepperill, while knowing nothing of war, possessed a good fund of Yankee common sense which stood him in good stead at this time. Louisbourg surrendered June 16. By keeping the French flag flying the victors vere enabled to capture the ship Notre. Dame de Deliverance, containing a cargo of cocoa, \$2,000,000 in Peruvian gold and a large sum in gold and silver ingots. A garrise was left which occupied the town until 1748, when Great Britain turnes it over to France. During the next ten years convicts were employed in strengthening the defenses. In 1758 an attack was made by the British under more imposing, if less romantic circumstances than the former one. Frigates, 22 ships of the line with 12,000 troops, came against 4.200 French and 12 ships. A landing was forced, and although the place was ably defended, the women, even, years later; even the cut stone of the site of the old fortifications, and but

little is left to indicate former impor

#### A RACE AGAINST TIME.

Account of the Record-Breaking Journey of the Australian-London Mail,

"Transportation," said a speaker ecently before the internationrecently al 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 ransoontinental system between 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, Ne York and thence to London. 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 away 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 for Auckland, and entered that harbor on the 17th. Taking on freight, mails and passengers she again set sail, making for the beautiful and po-etic 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 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 (Ogdenroute), and at ten o'clock they began their eventful journey across the continent to New York, 3,388 miles away. The officers of the Oceanic Steamship com-pany and of the Southern Pacific were should make good progress and were kept informed by telegraph of the progress of the train during that day and evening.
Suddenly the unexpected happened.

The train arrived at Ogden, two dreadful hours late.

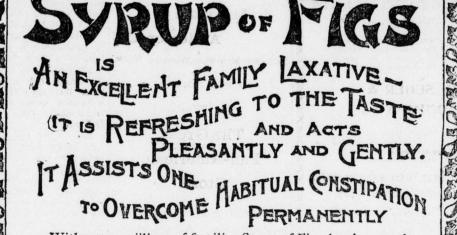
The mail was transferred to the mail car of train No. 2 of the Union mail car of train No. 2 of the Union Pacific. It was still late when it reached Omaha. The Chicago, Burlington & Quincy put the single mail car containing his majesty's mail car containing his majesty's mail behind a special fast engine. 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

No. 6 is the Lake Shore-New York Central "fast mail"—the heaviest fast mail train in America. She had left taken. A new special, two cars and No. 566, 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 29½ minutes ahead. As the special ate up the miles, it became evident that she was naking up the lost time. She would overhaul No. 6 at Toledo. Two hundred and forty-four miles in 2651/2 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 fines 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. The Campania sailed at noon, with his majesty's mail on board, 25 days and 2 hours out of Sydney. At seven o'clock Saturday morning, September 14, the Australian mail was delivered at the post office in London, assorted and ready for the carriers. Instead of the old time of 35 days and settle hours by way of the Suez seme hours by using the American route. This is the natural way from London to the South Pacific, best and natural because it is nearly all within the temperate zone. It crosses the tropics, while the Suez route keeps within the tropics, as torrid Aden testifies, as oClombo and Port Said warmly prove. The great run with the Australian mail settled forever the question of the speediest route Sheep—S between the new commonwealth of \$2.00@4.35. Australia and Europe.



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A MATHEMATICAL QUIZ. Small Estate in Most Puzzling Man-ner. Will of a Milwaukee Man Divides His

Heirs of Peter J. Gergen, whose will was filed for probate at Milwau-kee, Wis., the other day, probably will be forced to resort to higher mathematics to ascertain the amounts to which they are respectively entitled.

In its directions regarding the dis-

tribution of the estate, which is val-ued 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, Jos-eph, 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

#### Salisbury as a Saint.

It is not generally known that a statue of Lord Salisbury as a Chrisstatue of Lord Sansbury as a Christian warrior appears in one of the mitches of the interesting and beautiful reredos in the chapel of All Souls' college, Oxford. About 40 years ago the premier was elected a fellow of this college, and about the same time an elaborate stone correct was erected in the chapel at the same time an elaborate stone screen was erected in the chapel attached to the Fellows' house. The sculptor evidently preferred to make his own saints instead of accepting those canonized by the church, and Lord Salisbury was chosen to fill up the vacant gap, and is therefore importabilities. Christian propriet mortalized as a Christian warrior .-Chicago Record-Herald.

One-half the world smiles at the fof the other half.—Chicago Daily Ne

## THE MARKETS.

New York, Nov. 2

Flour-Active and firmer. Wheat—No. 2 red 771/8c. Corn—No. 2 at 637/8c. 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 Cleveland, Nov. 2.—Flour-wheat, patents, \$3.75@4.10.
Wheat—No. 2 red 733/cc.
Corn—No. 2 yellow 623/c.
Butter—Best creamery 231/c
Cheese—York state 11@12c.
Eggs—Best 23c.
Potatoes—Best grandes 65.67

Potatoes—Best grades 65@70c. Cattle — Choice steers \$5.00@5.25, alves \$6.00@6.50. Sheep - Best \$3.25@3.40, lambs \$4.40@4.50,

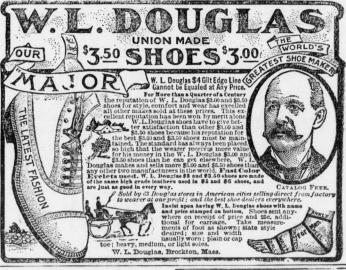
Hogs-Yorkers \$5.80.

East Buffalo, Nov. 2.—Cattle—teady, unchanged. Calves \$7.00@ 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-hoice 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



The Family Home Run.

The Family Home Run,
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.

#### The Last Word.

Mrs. Jigsby (the discussion having become somewhat personal)—You may talk till doomsday, George Jigsby, but you'll never get me to admit that a wife is bound to do as her husband tells her.

Mr. Jigsby—By gravy, madam, if I outlive you I'll have it engraved on your tombstone that you were a good and obedient wife!—Chicago Tribune.

#### Poor Chumpleigh.

"Why, pa, this is roast beef!" exclaimed ttle Willie at dinner on the evening when fr. Chumpleigh was present as the guest 'Of course," said the father. "What of

"Why, you told ma this morning that you were going to bring a 'mutton-head' home for dinner this evening."—Philadelphia

#### Sea-sonable Sentiment.

"A romantic country, that!" "Yes?"
"Sure. All along the coast the buoys are hugging the shore!" (He might have added that the sound of the fishing smack was heard now and then as the waves kissed the beach, and that an arm of the sea half encircles a sandy waste, but—)—Yale Record.

#### An Authority.

Johnnie—Say, pop!
Pop—Well, my son?
"What is a revenue cutter?"
"A revenue cutter, my son—is a—well.
ask your Ungle Fred. He has to pay alimony.—Smart Set.

#### 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. be an Eat.

### Worst Off.

What is worse than a giraffe with a sore throat? A centipede with chilblains.—Boston Christian Register.

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