THE ATLIN CLAIM.

VOL. 14. ATLIN, B. C., SATURDAY, JANUARY 6, 1906. NO. 339

TELEGRAPHIC.

ROJESTVENSKY TALKS ROT.

England has Demanded a Full Explanation.

TO GO TO NORTH POLE IN AIR SHIP.

Pueblo Broke Her Shaft--Warsaw Strike--Whaler Wrecked His Ship Purposely--Would Turn States' Evidence -- Revolution Leaders Shot Down Without Trials--Miners Lost.

[SPECIAL TO THE CLAIM.]

St. Petersburg, Jan. 3.—Admiral Rojestvensky, in a letter which has just been published in the Novoe Vremja by permission of the minister of the Russian navy, states that the British fleet assisted Admiral Togo in destroying the Russian navy during the battle in the Japanese sea. The writer has taken great credit upon himself for what he claims was a great victory instead of an overwhelming defeat. England has demanded an explanation of the letter from the Russian war office. Premier Witte was astounded by the contents of the letter.

Chicago, Jan. 4.—The Chicago Record Herald has given Mr. Walter Wellman, the well-known newspaper correspondent, a commission to go to the North Pole in an air ship. Wellman has accepted the assignment. Mr. Santos Dumont, the inventor, will supervise the building of the air ship, which will be rushed to completion as Wellman wants to start for the north in July or August.

Seattle, Wash., Jan. 4.—Word has just been received in this city stating that the steamer Pueblo broke her shaft when off the mouth of the Columbia river last night while south bound. The Pueblo is being towed back to this port by the coasting steamer Chehalis.

Warsaw, Jan. 4.—All the factory employees of this city are still out on strike and absolutely refuse to return to work until their demands for shorter hours and an increase in wages are acceded to. They are, however, orderly and conditions in general are fairly normal.

Seattle, Wash., Jan. 4.—The sailors of the whaling ship Bonanza, which was wrecked in the Arctic ocean some time ago, have just arrived at this port. They one and all state that Mogg, the captain of the Bonanza, deliberately wrecked the vessel and then traded her supplies for fur.

New York, Jan. 4.—District Attorney Jerome yesterday began extensive preparations for the immediate prosecution in the Superior Court of New York state of several prominent men who are or have been the supposedly responsible officers of many of the big insurance companies. One of the men to be thus prosecuted has offered to turn States' evidence provided the charge against him is withdrawn.

Berlin, Jan. 4.—All the German statesmen are at present seriously engaged in heated discussions of the probability of a war between Germany and France in the immediate future.

Washington, Jan. 4.—The U. S. Congress will likely consider during the present session the leasing of the Alaskan cable and telegraph line to a company at whose head is Mr. Sweeny. The endorsement of the war department to the project is however as yet very uncertain. The applicants have agreed to materially reduce the rates if granted the desired lease.

St. Petersburg, Jan. 4.—Having every reason to believe in the loyalty of his soldiers both at Moscow and in the district surrounding that city, the Czar of Russia has now decided to crush in the most determined manner the insurrection there. The Moscow military has the situation there well under control. However, the Siberian railroad is still completely tied up on account of the strike.

At a general meeting of the Anarchists, which was held in this city this week, a vote was taken authorizing the immediate assassination of the Czar. Only ten of those present refused to sign the death warrant.

Every effort is being made by the authorities here to re-open the railroad connecting the capital with the Baltic provinces, where the situation is becoming extremely alarming and is rapidly approaching what is considered in official circles to be the most critical stage. The station master at Orloff, a position of some importance, has this week been hanged by the authorities for having refused to send out a military train.

New York, Jan. 4.—Alexander E. Orr has been appointed to succeed Mr. McCall as president of the New York Life insurance company.

St. Petersburg, Jan. 5.—The proletariat organizations are arranging to have a big parade in honor of the dead revolutionists. The government has forbidden any demonstration and more bloodshed is almost sure to occur.

At Moscow the leaders of the revolutionary party are being arrested hourly and they are being executed in great numbers. No trials are granted whatever, the victims simply being marched in front of the firing squads and shot down.

Whitehorse, Y. T., January 5.—Mr. B. E. Kissam, a miner of the Kluane district, fell over a precipice while hunting mountain sheep on Canada creek in the Yukon on Dec. 11th and is supposed to have been killed. Late arrivals from that district report that a large searching party, which had been endeavoring to find the lost man, have given up hope of ever recovering the body. Drifts and snow slides are numerous in that section and in all probability the body is buried deeply in the snow.

New York, Jan. 5.—It has been given out here that all the printers of the United States and Canada who are members of the International Typographical Union, and who are at present employed in shops which have not as yet allowed the 8 hour day as demanded, have decided to spring a monster strike in a few days.

GENERAL NEWS.

Venezuela has ignored the demand of France to resume diplomatic negotiations and trouble may follow.

Contracts for the first section of the Grand Trunk Pacific railroad east from Winnipeg will be let this month.

All the miners throughout the Pennsylvania anthracite regions have demanded an eight hour working day.

Gen. Nelson A. Miles has resigned as inspector general on the staff of Governor Douglas of Massachusetts.

Joseph Choate has been named as chairman of the American delegation to the second Hague peace conference.

A Seattle despatch said the steamer Santa Clara from the west Alaskan coast was five days overdue. No alarm was felt.

Preparations are now going on at Rome for the celebration of the jubilee of the ordination of Pope Pious 10th in 1908.

Philadelphia Jack O'Brien is so much elated over his defeat of Bob Fitzsimmons that he has authorized the issuing of a challenge to Jim Jefferies.

A movement has been started at Baker City, Oregon, to raise $300,000 as a present to Miss Alice Roosevelt on her wedding day, the 8th of February.

A Constantinopie despatch calls the attention of the powers to the fact that the Armenians at Batoum are massacreing the Tartars at the rate of 500 every day.

A Buda Pest despatch of Dec. 22nd says the emperor declined to accept the resignations of Count Fejeravory and his cabinet which had been tendered the previous day.

Several persons were severely injured on Dec. 26th by a head on collision on the Central Vermont railway between the Montreal express from Boston and a south bound freight.

A late Paris despatch says that the birth of a son had just brought to light a morganatic marriage contracted by King Leopold a year ago with Madame Vaughan. The woman is of low birth but was lately made a baroness. The marriage occurred in the private chapel of the king's chateau. The ceremony was performed by Keoken, a court captain. Two aides were the only witnesses.

The body of Frank Kubel, a man who started alone to mush from Fairbanks to Circle and got lost and wandered around for 14 days without food, was found frozen stiff and taken to Tanana Crossing on the 22nd of Dec.

An Ottawa despatch says the representatives of the Allan steamship company are pressing the government for a ten years' mail contract between Canada and England in order to crowd the new C. P. R. boats out of business.

The steamer Portland went ashore on Spire rock, five miles from Ketchikan, on the night of Dec. 21 and was practically a total loss. The passengers, crew and mail were taken off by the Alki on the 24th. The captain and a few others stayed with the ship to the last.

A Halifax report states that S. E. Gourley, ex-member of parliament for Colchester, is dying. Gourley is the man who on the floor of the house two years ago advocated armed resistance to the decision of the international boundary commission and urged that Canada engage in war with the United States.

At Haines, Alaska, Private Becholdt of the Third U. S. infantry band was shot to death by Bill Fox, a Chilkat Indian, early Christmas morning. Becholdt, who was in Haines from Fort Seward celebrating, broke into Fox's house in the Indian town. A fight ensued and Fox shot the soldier dead. Fox was arrested but was acquitted when the case came up for preliminary hearing, it having been clearly shown that he had acted wholly in self defence.

Sir Henry Campbell-Bannerman's late speech in London has created considerable unfavorable comment. The Conservative papers refer to his announced intention of stopping the importation of Chinese coolies into South Africa as a serious slap at the colonies. His reference to affairs in India is taken to imply either the recall or resignation of Lord Kitchener. His assertion that questions concerning the uniting of the people should be left in their own hands is taken to mean that he favors home rule for Ireland.

A late Vladivostock despatch says that the mutiny which began some time ago in the Manchurian army was spreading and that the most terrible scenes ever witnessed by human eye were of daily occurrence in the barracks at Tomsk, where 900 mutineers were imprisoned. Prisoners inside the stockade were frequently fired upon by Cossacks and many of the prisoners have been roasted to death by drunken Cossacks setting fire to the blockhouses. The Cossacks also massacred over 120 residents who attempted to aid the prisoners.

The Atlin Claim.

THE ATLIN CLAIM IS PUBLISHED EVERY SATURDAY MORNING. MAILED FREE TO ANY PART OF THE WORLD FOR 50 CENTS PER MONTH; $5.00 PER YEAR. ADVERTISING RATES: $1.00 PER INCH EACH INSERTION; READING NOTICES, 25 CENTS A LINE. SPECIAL RATES ON APPLICATION.

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W. POLLARD, GRANT, EDITOR-MANAGER.

ATLIN TO JUNEAU.

The following is practically the complete report of the findings of the exploration party which last summer endeavored to locate a feasible route for the proposed construction of a wagon road from Atlin to Juneau:

Report of an exploratory survey for a wagon road from Atlin to Juneau.

From a study of existing maps, and actual observation from advantageous points of the country between Atlin and Juneau; and also from information furnished by trappers and Indians who were more or less familiar with physical features of the country through which the proposed road between Atlin and Juneau might be expected to pass, I decided to more particularly examine three routes that had some indications of feasibility.

The greater portion of the distance between the two termini is common to all three routes examined.

The portions common to each of the three routes mentioned above are as follows:

(a) From Atlin along the east shore of Atlin lake in a south easterly direction to the telegraph station near the mouth of Pike river, thence along the slope on the right bank of Pike river and along the east shore of Pike lake (the source of Pike river) to the head of Pike lake.

(b) From the junction of the Sloko river and Nakina to Juneau via the valley of the Taku river (formed by the confluence of the Nakina and Sloko rivers) to tide water.

Accompanied by Mr. Molyneaux, superintendent of roads for the Atlin district, and Mr. Lee Garden, I left Atlin on June 21st, 1905, and, after looking over the country along the east shore of Atlin lake and from the mouth of Pike river to the head of Pike lake, I decided to try the route by way of Gold Bottom creek and the Sloko river valley.

From the head of Pike lake there is a natural pass across the divide between the waters flowing towards Atlin lake and those flowing towards Taku inlet. Following this pass in a direction about S 30 d. E and for a distance of 1½ miles you emerge on the right bank of Gold Bottom creek, a tributary of Sloko river. (In passing I will say that as this Gold Bottom creek may at some time be a gold producer it would be well for those interested to note the pass mentioned above as a possible route for a wagon road to the creek.) I then followed down the right bank of the creek for a distance of two miles, then being driven to the left bank on account of the impossible nature of the country in regard to a wagon road I continued down the left bank until stopped by the character of the country. The surface is thickly covered with large granite boulders, and the benches are intersected by deep and wide rocky gulches which stretch away into the mountains, making it both impracticable to cross or go around them. I also explored this route from the mouth of the Sloko up the valley of the Sloko to its junction with Gold Bottom creek, but found so many obstacles in the way that I decided not to spend more time exploring it.

Next I examined the country from a point on the Silver Salmon river about one mile below Kuthai lake (Silver Salmon lake) in a southerly direction around the base of O'Keefe mountain towards the Sloko river. The Indians had a trail through this country years ago from their settlement at the mouth of the Sloko. A road by this route, if it were at all possible, would be at such an elevation that the snow would still be in evidence when all other portions would be in dust; also, the surface is intersected by deep gullies and impassable swamps and the hills are bare rock.

After seeing as much of the surrounding country as I considered it necessary to examine to enable me to make an exhaustive report, I have come to the conclusion that, if it is at all practicable to build a road from Atlin towards Juneau to some navigable port on Taku inlet or if, in the future, it becomes an economical necessity to build such road, then it will be by way of the Silver Salmon, Nakina and Taku river valleys.

I will therefore describe more particularly this last mentioned route.

(a) From Atlin to the head of Pike lake. A road at present exists from Atlin to McKee creek, a distance of 11 miles. This road would have to be improved both in alignment and as regards the formation of the roadbed to make it at all of the quality contemplated in this report and necessary to sustain the traffic which might possibly pass over it.

From McKee creek the road would follow more or less closely the indulations of the shore of Atlin lake to Pike river, thence following the right bank of Pike river to Pike lake in about a direction of S 70 d. E, thence along the north side of Pike lake to the head of that lake. In this division the portion from McKee creek to a point on Pike river, about six miles from Atlin lake, in general is transversely level; from this point to the head of Pike lake there would be more or less side-hill work, but none of the hill sides are very steep, the steepest slope being about 1 foot vertical to 3 feet horizontal. There would also be one or two rock cuts. The ground is covered with spruce and jack pine; there are a few swamps but these could be overcome by good drains.

The principal bridges on this portion would be at McKee creek, a 40 foot span; at Warm creek, a 20 foot span, and at O'Donnell river a 70 foot span.

The distance from Atlin to the head of Pike lake (based on the time it took the horses to walk it,

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TAKE Notice that, sixty days after date, I, Thos. E. Fleming, intend applying to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situate on the east shore of Windy Arm, Atlin Division: Beginning at Post No. 1, a mile and a half south of the Provincial Boundary, thence north-westerly 40 chains to Post No. 2, thence easterly 40 chains to Post No. 3, thence southerly 40 chains to Post No. 4, thence westerly 40 chains to point of commencement.

THOS. E. FLEMING.
Dated this 18th day of November, 1905. ja13

NOTICE.

NOTICE IS HEREBY Given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an Act to revive, ratify and confirm to the British Columbia Northern and Mackenzie Valley Railway Company all the rights, powers, privileges and franchises conferred by the British Columbia and Yukon Railway Act, 1903, upon said Company, and to declare that notwithstanding that surveys have not been made in accordance with Section 21 of said Act the said Company is and has been since the passage of the said Act a body corporate and politic under the name of the "British Columbia Northern and Mackenzie Valley Railway Company," with the rights, powers, privileges and franchises thereby conferred in all respects as if the surveys had been made in accordance with said Section 21, and to extend the time for making the said surveys required by said Section 21, and to give to the said Company the following additional powers, viz:—

To acquire and work coal mines; to build branches not exceeding 20 miles from the main line; to build and operate telegraph and telephone lines, and to charge tolls; to build and operate steam and other vessels on the inland waters of British Columbia; to acquire and operate wharves; to enable the line of railway to be constructed in sections;

And to amend by omitting the alternative line of railway via the Skeena river.

Dated at Victoria, British Columbia, this 30th day of November, A. D. 1905.

C. DUBOIS MASON,
ja27 Solicitor for the Applicants.

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both going and coming, and timing them for a known distance), is 35 miles.

(b) The next division I make is from the head of Pike lake to a point on the Silver Salmon river about 9 miles from its junction with the Nakina, a distance of 18 miles.

On this portion of the route, after leaving the head of Pike lake by a gradual rise, the height of land is reached at what I have called Summit lake, which divides the waters which flow towards the Pacific slope from those flowing towards the Yukon basin. This divide is about 2,700 feet above sea level, or 500 feet above Atlin lake, and is distant from Atlin lake at the mouth of Pike river about 14 miles. From this point by a very gradual descent of 200 feet in 1½ miles Silver Salmon lake—or Kuthai as it is called on the map—is reached, thence passing along the north shore of this lake the valley of the Silver Salmon river is entered.

From this point for a distance of nine miles there are no obstacles of any account.

The whole of this portion—division B—of the country is covered with spruce and more or less jack pine, there are some quite extensive swamps but they are not deep and have a sub-stratum of gravel and would need but little draining. The amount of rock work on this portion of the road is very small. The only bridge of any size would be a 70 foot span across Carribou, a creek which flows into the Silver Salmon about ¾ of a mile below where the Silver Salmon river flows out of Silver Salmon lake.

(c) Next division is from a point on the Silver Salmon nine miles from its junction with the Nakina to the mouth of the Sloko river, a distance of 19 miles.

The only possible way to get over this portion of the proposed road is via the valleys of the Silver Salmon river and the Nakina. As one approaches the coast he gets more into the heart of the coast range of mountains; the river valleys narrow in until they are nothing less than deep canyons on an enlarged scale. Thus the Silver Salmon valley as it gets nearer to the Nakina gradually narrows in until for the last mile of its course it is hemmed in by perpendicular mountains of solid rock. It is of course impossible to do anything in the way of building a road, but from the point mentioned above on the Silver Salmon to the mouth of the Sloko, and also from the mouth of the Sloko down the valley of the Taku to some port on Taku inlet, I consider the building of a road especially for wagon traffic altogether impracticable.

In order to estimate anywhere near the cost per mile of building a road down the valley of the Nakina an instrumental survey would be absolutely necessary.

For anyone, whether he had the "eye for country" for picking out a road or not, a trip down the Nakina and Taku would immediately convince him that under the circumstances it were foolish to attempt to build a road by these valleys.

The Nakina is a large river and meanders from one bank to the other and where it is deflected from one side to the other are great perpendicular rock bluffs, in some cases 400 feet high, over which the foot trail passes.

I could not take horses past the Sloko so explored the lower Taku from a canoe. The valley of the Taku has the same general characteristics as the Nakina; steep precipitous sides intersected by deep ravines; and the farther down the river the more precipitous the banks become until near the boundary line the glaciers poke their noses almost to the waters edge.

At a point on Taku inlet about 25 miles from Juneau is a real live glacier, known as the Foster glacier, which is at all times discharging ice into the inlet; great pieces floating about being a serious menace to navigation.

The Indians bring large canoes up the Taku as far as the mouth of the Sloko, and I am of the opinion that possibly at high water light draft steamers might get up to the mouth of the Sloko.

Atlin to head of Pike lake, 35 miles @ $600 per mile	$21,000
Head of Pike lake to point on Silver Salmon 9 miles from mouth, 18 miles @ $700 per mile	12,600
Thence to mouth of Sloko, 19 miles @ $1,5000 per mile	28,500
Total	$62,100

The distance from the mouth of the Sloko to Juneau town is at least 68 miles. Total distance from Atlin to Juneau by route examined approximately 140 miles.

Yours respectfully,
WM. BROWN.

War is the concentration of all human crimes.

NOTICE IS HEREBY Given that an application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a Company to build a line of Railway from the City of Vancouver, or a point on Burrard Inlet, to the Northern Boundary of the said Province by way of Lillooet, the Fraser Valley, Taela Lake, Stickine River and Teslin Lake, or in the alternative by the most feasible route through the Chilcoten Valley and Stickine River, with power to equip, construct and maintain branch lines and all necessary bridges, roads, ways and ferries; and to build, own and maintain wharves and docks in connection therewith; and to build, own, equip and maintain steam and other vessels and boats, and operate the same on any navigable waters within the Province; and to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to generate electricity for the supply of light, heat and power; and to acquire lands, bonuses, privileges or other aids from any Government, Municipal Corporations or other persons or bodies, and to levy and collect tolls from all parties using telegraph or telephone lines, and on all freight passing over any of such roads, railways, tramways, ferries, wharves and vessels built or owned by the Company; and with power to make traffic and other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Vancouver, B. C., the 27th day of November, 1905.

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Local Events

New magazines every mail at C. C. Bourne's.

The latest magazines and papers are always on hand at Pillman's.

McDonald's Grocery makes a specialty of fresh eggs and butter.

E. Gerke went up McKee this week to follow mining as a vocation.

It's about time the hockeyists of Atlin and Discovery were arranging return matches.

The Whist club will meet at Mr. E. J. Thain's on Monday evening for a few rubbers.

Ed. Ronayne, N. Fisher and D. Sullivan, of McKee creek, spent New Years in town.

Why use inferior gasoline when you can get 76 and 86 per cent. at Regan's, Atlin and Discovery.

Dr. and Mrs. Young left on Monday for Victoria. It is likely that they wont get a boat from Skagway until tomorrow.

The McKee creek boys were the guests at a splendid Xmas dinner given by Mr. and Mrs. T. Machell at their cabin on the creek.

Bourne's circulating library furnishes good and cheap reading.

Mack Smith has just received a fourth class engineer's certificate, the result of successfully passing the examination held in Atlin last July.

The cup curling matches will begin next week and some sharp contests are expected as the players have had much good practice since the ice was made.

A magazine stand and a jardiniere stand, both of which are splendid specimens of the pyrography art work by Mrs. E. M. N. Woods, are on view at Stables & Lumsden's.

Rev. F. L. Stephenson recently received the news from Mr. J. H. Brownlee, at Vancouver, that Harry Brice, who was at one time purser on the steamer Gleaner, died in New Westminster on Nov. 27th, last.

The mail which should have arrived on Sunday morning was delayed a day waiting for the ice to stiffen up at Golden Gate, and it reached camp Monday at 9.30 a.m. Wednesday's mail got in on time.

For 30 days J. T. Regan will sell McClary's Cast Top Heaters thus: No. 100—$10.00 No. 400—$13.00 No. 200—$11.00 No. 500—$14.00 No. 300—$12.00 No. 600—$16.00 Call early and take your choice.

On New Years day a curling match was played by J. Kershaw, E. Ronayne and D. Sullivan, skip, against J. Cummings, D. Ross and C. R. Bourne, skip, for a wager of $5, to be donated to the hospital. The former rink lost by a score of 4 to 9.

Messrs. Jas. Simpson and Peter Anderson left camp on Wednesday to mush a quantity of supplies across country to the headwaters of the Nisutlin river where they will re-join their partner, Alex. Brown, and where they intend to do some winter prospecting.

A few from Atlin, quite a number from Discovery and a crowd of creek people attended the dance given on New Year's night on Spruce by Mr. and Mrs. J. R. Clay. The Discovery orchestra supplied the music, the supper was of the very best and everybody present thoroughly enjoyed themselves.

Stables & Lumsden carry a stock of good groceries.

The A. O. U. W.

Entertained the Arctic Brotherhood to a Pleasant Evening.

On Tuesday evening the members of Atlin Lodge, No. 15, Ancient Order of United Workmen, were "At Home" in their hall on Third street to about 40 members of Camp Discovery, No. 19, Arctic Brotherhood. Everything went without a hitch and the Workmen deserve much credit for the able manner in which the affair was handled.

The programme opened with a selection by the orchestra composed of J. Cartmel, T. Hanna, C. Hickman and J. Pilling. The A.O.U.W. "Opening Ode" was sung by all present and then F. W. Dowling, who was an admirable chairman, made a large hearted address of welcome to the visiting A. B.'s and other assembled guests. Next came a song, "Jessie's Dream," by Jas. Stables; selection, orchestra; song, "Bluebell," W. E. Fisher; speech, "A. B.", Arctic Chief H. E. Brown; song, "Courting," Jas. Stables; song, "Pat's Exile," D. Sullivan; short stories and "What he would like to know about Goats," Rev. A. M. Ross; song, "Good Morning Carrie," Capt. Alexander; selection, orchestra; "The responsibilities assumed by all members of fraternal and benevolent societies," J. A. Fraser; speech, "A.O.U.W.," Rev. F. L. Stephenson; song, "Paradise Alley," C. Hickman; recitation, "What Would You Have Done," C. Cullen; selection, orchestra. Refreshments were served, after which everyone was treated to numerous smokes and the programme resumed with a song, "Lochlorin," by Jas. Stables; "Pioneer Experiences," E. J. Thain; song, "Sauer Kraut," J. Prescott; song, "On the Sly," E. Rosselli; speech, "Good Fellowship," E. M. N. Woods; song, "The Storm Fiend," W. E. Fisher; reading, "How Ruby Played," F. W. Dowling; song, "In Zanzibar," Capt. Alexander.

The guests then passed a vote of thanks and gave three cheers for their hosts, the hosts cheered the Arctic Brotherhood, everybody joined in the singing of the national anthem and the gathering dispersed after a most enjoyable evening.

To Whom it May Concern.

I am holding, as treasurer for the Atlin-Juneau Road Fund, a sum of $48 which was subscribed in sums of $1 each by miners and others in the district. As the project is now abandoned I propose on 30th inst., unless any objection is made, to pay the amount over to the St. Andrew's Hospital, here, for the benefit of that institution. DONALD ROSS.
Atlin, B.C., 4th Jan., 1906.

Church Notices.

Church of England: St. Martin's Church—Sunday services: Matins at 11 a. m.: Evensong, 7:30 p. m. Celebration of Holy Communion, 1st Sunday in each month and on special occasions. Sunday School: Sunday, at 3 p. m. Committee Meetings, 1st Thursday each month. Rev. F. L. Stephenson, rector.

St. Andrew's Presbyterian Church hold services in the Church on Second Street. Morning service at 11; evening service, 7:30. Sunday School at the close of the morning service. Rev. A. M. Ross, minister.

The Weather.

The lowest and highest temperatures and precipitation recorded for the week are as follows:

		Max.	Min.	Precipitation. Rain.	Snow
Dec.	29	20	— 2	—in.	—in.
	30	4	— 1	—	—
	31	31	0	—	¼
Jan.	1	33	29	—	—
	2	37	28	—	¾
	3	32	25	—	¼
	4	25	19	—	—

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