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The best chance to secure a Short Dress Length, a Skirt, a Child's costume at Half Price.

### SEVERAL BIG DEALS

#### The Trail Creek Country Is Booming Right Along.

#### CAPITAL GOING THERE

#### Spokane's Civil Affairs Discussed—The Proposed New Railroad to Astoria Discussed Pro and Con.

Spokane, May 9.—One of the largest deals in Trail Creek camp was consummated Saturday evening, on the Kootenai claim, owned by Phil Aspinwall. The Kootenai is known as one of the promising properties of the camp. The property was bonded for \$75,000 to Mr. Humphreys of Duluth, Minn. Mr. Humphreys paid 10 per cent of the purchase price, the balance to run for one year. Mr. Aspinwall retains a one-tenth interest. The property shows a strong ledge 50 feet wide with three feet of shipping ore from the grass roots.

The Kootenai is thought to be on the same ledge as the Le Roi, about two miles east. Mr. Humphreys is an experienced mining operator. His syndicate owns and operates some of the largest dividend-paying, lead-silver mines in the Slocan, among them the Idaho. "When such men as Mr. Humphreys take hold in Trail," said a mining man, "it means active development and exploration."

The Pacific Bullion & Mining company of Spokane, intends to commence work soon on the Spokane and Trinitat at Ainsworth, from which a considerable quantity of good grade ore was shipped in 1894-95. Machinery has been purchased and the intention is to push work from now on.

Work was commenced at the Highland on Monday under the management of the owner, Mr. Carter, of Spokane. One contract of 50 feet has been let in the lower tunnel, which is now in some 200 feet, in good concentrating ore. The tunnel will be continued until the main north and south vein is struck. This vein is a large one, of high-grade ore, extending north across the Rand, where it shows nearly two feet of solid ore on the surface, as it also does farther north on the Twin, where in several places there are from eight to 10 inches of solid galena ore.

S. K. Green of Spokane, representing considerable Eastern capital, has recently been in the Slocan. He is interested in the Slocan Boy, adjoining the Washington. He has refused \$75,000 for the Slocan Boy and wants \$100,000. The Washington people will have to get the Slocan Boy in order to work their own. Mr. Green has secured control of the Slocan Boy and Continental, two good claims in the Idaho basin, and these he will work extensively.

The Ainsworth, B. C. correspondent of the Spokesman-Review says: "Since the Pilot Boy Smelting company have agreed to purchase ore from outside camps the old-time bustle in mining circles can be seen on every hand. This camp in good old days of prosperity had every indication of being one of the richest on the Kootenai lake, and now that they have the advantage of a smelter close at hand, there is no reason why this prediction should not be verified."

No. 1, owned by McVicar & Shaw, is a high-grade proposition, the concentrates averaging 200 ounces in silver, while the carbonates go much higher. Thirty-five men are employed and the concentrator is kept running night and day. E. D. Carter has a few men at work on the Highland cleaning up preparatory to doing considerable work in the near future. There are also two men at work on the Little Phil, and the same number on the Black Diamond, besides a number of prospectors doing development work on claims that show up remarkably rich.

To see the four-horse teams again hauling ore to the wharf after so long a term of depression has put new life in the camp. Business has started up afresh. Men with an elastic step and cheerful countenance can be seen passing to and fro, where but a few months ago hardly any life could be seen. A better price for silver is anxiously looked for; yet these mines can be worked at a profit now that they have a smelter seven miles away, the ore being taken there by one of the existing company's tugs.

The grand jury, impeded by the superior court to investigate the charges of corruption and incompetency in relation to the new county court house, have submitted their report to Judge Buck.

They reported the charges to be wholly untrue and of a malicious and wicked nature. They found the court house to be one of the most substantial

and well built edifices in this or any other state, and built in accordance with the plans and specifications, existing changes that were duly authorized; and that there were no evidences of boodles of corruption.

The jury found no complaint against P. F. Gates, the present superintendent; but closed their report by recommending, in consideration of his past record as superintendent of construction, the reinstatement of John Keenan, who was compelled to resign at the commencement of the trouble and M. C. Conley appointed to fill the vacancy.

Upon John H. McGraw, republican governor of Washington, definitely announcing that he cannot, as an "international bimetalist," sanction sending delegates to the free coinage convention at Salt Lake City May 15, Spokane's mayor issued the following call:

"Inasmuch as the interest of our people is so intimately interwoven with a proper solution of the question of free coinage of silver, and

"Whereas, a convention of national importance has been regularly called to convene at Salt Lake City on the 15th of this month to consider said question, and

"Whereas, the governor has declined to act in the matter of appointing delegates to represent our interests in said convention;

"Now, therefore, I respectfully request that all the people, without regard to party affiliations, meet at Auditorium hall, in this city, on Wednesday evening, the 8th instant, at 8 o'clock, to take such action in the premises as in their judgment will best promote our interests and give fresh impetus to the development of this important resource of material wealth.

"It is needless to add that I will heartily join in accrediting the delegates who may be the choice of the meeting. HORATIO N. BELT, Mayor."

In response to Mayor Belt's call for a mass meeting of the friends of silver, a vast crowd of citizens turned out and the meeting showed unmistakably that the sentiment of Spokane is almost solid for silver. Rousing speeches were delivered by some of the most prominent men in the city. The well known attorney and politician, Patrick Henry Winston, Mayor Belt, Attorney General W. C. Jones and B. C. Kingsbury, the capitalist, were selected to represent this city as delegates in the convention at Salt Lake.

The people over in Oregon appear to be divided in opinions respecting the proposed project which A. B. Hammond of Missoula, Mont., is endeavoring to push towards Astoria. The newspapers in the Webfoot state are playing favorites. Some like Mr. Hammond's style and others don't. The Clatskanie, Ore., chief says:

A. B. Hammond's ability to build the Astoria road now seems certain by facts that have been established concerning his connection with Montana corporations. He is apparently a much more important man in the financial affairs of the Northwest than he has been considered since his arrival. So many fakirs in finance have come to Oregon to build the "Astoria railroad," and fazed, that the public is very naturally weary of promoters. The word "promoter" carries in the ears of the local public an unpleasant sound. And, therefore, Mr. Hammond has found his credit and standing questioned upon many occasions. This question of his financial standing has been the most important in all the negotiations and one which has troubled the public considerably.

A gentleman well known in commercial circles in Missoula was asked about Mr. Hammond's standing and enterprises in Missoula. He is engaged in large undertakings there and is known throughout the state, said the gentleman. "His enterprises cover a wide range, from building railroads to banking and mercantile affairs. He built the Missoula & Bitter Root valley road, 53 miles long. He and his partners operated this road for a while and then sold it to the Northern Pacific, of which it is a feeder. The Drummond & Phillipsburg, another branch of the Northern Pacific, was built by him and his associates, and sold to the Northern Pacific. Mr. Hammond is president of the First National bank of Missoula, with a capital of \$500,000, and is the controlling spirit in the Big Blackfoot Mill company, which is capitalized at \$700,000.

"If the Astoria road is only 20 or 30 miles long, you will find that he is fully capable of swinging the proposition. He was chiefly instrumental in defeating Marcus Daly's scheme to change the capital of the state from Helena to Anaconda. The Helena people did not have very much money to spend, and had it not been for Hammond and W. A. Clark the capital would have been moved to Anaconda. Marcus Daly spent money and it took money to handle a campaign in opposition to him."

From this it will be seen that the only obstacle to the immediate construction of the Astoria road is the delay caused by the Astoria people themselves. They had agreed to furnish the right of way from Goble to Astoria, which they have not yet done. However, the committee is now out on the line securing the right of way, and it is meeting with success. The subsidy committee is securing new deeds very rapidly. When this work is concluded there will be no further cause for delay, and as Mr. Hammond seems abundantly able to build it, Astoria may have a road before the year is gone.

The party of Northern Pacific officials which

have been doing this coast was in Astoria Saturday. The party consisted of the following gentlemen: General Manager Kendrick, Assistant Superintendent Dickinson, Traffic Manager Harford, Freight Agent Fulton, Mr. Byllesby, general manager of the Northwestern Electric Lighting company, A. B. Hammond of the Astoria-Goble road; S. B. Seeley, E. A. Seeley and Mr. Seeley, sr., J. M. Turney of the Favel Land company and Engineer Stanton accompanied the officials from Portlano.

The trip to Astoria is the result of the natural interest of a connecting line in the country tributary to the new Astoria road, and the new features of business importance of such a port in the light of the early completion of transportation to connect it with the rest of the world.

In speaking of the Astoria road, Mr. Harford said that the people had now a man who was not only able but would do all that he undertook to do and that Mr. Hammond was a man of great ability and high standing throughout the country. Mr. Hammond would build the road and build it right, and when it was completed it would be operated on business principles and in the interest of the public as well as for his own profit.

Upon the other hand, a Portland paper publishes a letter from Col. F. Donah, who knows a great deal about the Western country, in which Donah says Hammond never will build the road and never intended to. He says he has positive information that there is no money behind the scheme, and that the plan is simply to postpone or prevent the construction of the railroad which the Astorians have hankered after for so many years. Nothing has been done on the road yet; work was to have commenced some time ago.

**\$100 Reward \$100.** The reader of this paper will be pleased to learn that there is at least one dread-disease that science has been able to cure in all its stages, and that it is called Hall's Catarrh Cure. It is the only positive cure known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly on the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers, that they offer one Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address, P. J. CHENEY & Co., Toledo, O. Sold by Druggists, 75c.

**RAIL AND STEAMER.**  
A Most Attractive Route for Summer Tourists.  
The Northern Steamship company's exclusive passenger steamer "Northwest" will leave Buffalo on her initial trip for the season of 1895, on May 28.  
The "Northland," a sister boat completed and launched Jan. 5, 1895, will make her maiden trip from Buffalo on June 21. Thus will the two most magnificent boats ever built for the inland seas enter the passenger service of the Great Northern system; each boat making one round trip between Duluth and Buffalo every week, during the summer, connecting at Duluth with overland trains from the Pacific coast.

The boats are 388 feet long, 44 feet wide, contain state room, dining room, saloons and smoking rooms. Also 136 first-class cabins, which in their appointments are second to none.

Through sleeping and library car service on the Great Northern railway, in connection with the Northern Steamship company's steamers will afford a luxurious as well as a quick trip to points east of Duluth.

Steamers touch at Mackinac, Detroit, and Cleveland on route to and from Buffalo to receive and discharge passengers only. As no freight is carried on either the "Northwest" or "Northland" the time between Duluth and Buffalo will be reduced to a minimum.

Buffet and library car on every through main line train.

For rates and full information apply at Great Northern ticket office, 108 Main street, Butte.

J. E. DAWSON, General Agent.

If you desire a luxurious growth of healthy hair of a natural color, nature's crowning ornament of both sexes, use only Hall's Vegetable Sulfur Hair Restorer.

When Baby was sick, we gave her Castoria.

When she was a Child, she cried for Castoria.

When she became Miss, she clung to Castoria.

When she had Children, she gave them Castoria.

Reduced rates to Austria, Germany, Sweden and all points in Europe. Tickets to Chicago, New York, Boston, Philadelphia and all eastern and Canadian points. Call at Butte, Anaconda & Pacific passenger depot for rates, maps, etc.

With Emphasis we say that Ripans Tablets, the best and standard remedy for stomach and liver troubles, will cure your headache or bilious attack. One tablet gives relief.

Through Sleeping Cars. The Northern Pacific is the only line operating through Pullman vestibuled standard sleeping cars between Butte and St. Paul. City ticket office 23 East Broadway, Butte.

Celebrated Man on a Celebrated Railroad. Gen. Lew Wallace, the renowned soldier, statesman, traveler and author, pays this compliment to the Chicago, Milwaukee & St. Paul railway in the St. Paul Evening News-Record, Oct. 6, 1894: "I have traveled all over the United States and Europe, but never before have I seen such magnificent train services as I enjoyed on the Milwaukee, between Chicago and St. Paul. The private compartment cars are superior to anything of the kind I ever saw."

The trains referred to by the author of "Ben Hur" are vestibuled throughout, heated by steam, lighted by electricity and arranged with the famous electric berth reading lamp.

Consultation free. Ladies only in attendance. A free guide to the city of health will be furnished free to every lady applying in room 22, Owsley block. Office hours from 8 to 6 p. m. Mrs. James Atchison, Mgr.

## BUSINESS CONVERSATION.

This is the dialogue heard in Courtney's store, 308-310 N. Main St., most every business day in the year.  
Customer—Indeed, Mr. Clerk, I am more than satisfied with the last bill of goods you sold me.  
Clerk—Yes. Well, I am certainly glad to hear you say so, and would be sorry to have you otherwise than well pleased with our goods.  
Customer—When I bought my last bill, I was not sure but that I was paying higher for the goods than I had bought them for elsewhere, but on going home I discovered that I was wrong in so thinking, and indeed as a matter of truth, I must say, that they did not cost me as much.  
Clerk—I am prepared to hear you say so, for while we do not claim to sell the cheapest goods, we do claim, and are daily assured by our customers, that we give our patrons as good bargains in our line as can be had anywhere in the market. Our motto is "to afford our patrons protection in the quality and price of goods."

## T. F. COURTNEY

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