

Examiner, Colville, Wn

NEW BOAT IS ASSURED

Being Built at Portland, Oregon

Large New Passenger Boat For Pend d'Oreille River

As announced in the MINER last August there is to be a new excursion and towing steamer on the Pend d'Oreille river next year. W. H. Irving, general manager of the Pend d'Oreille River Navigation Company, was at Portland last week and while there made arrangements for the building of the boat. It will be a stern wheeler 130 feet long by 26 feet wide, with a draft of less than two feet.

The boat will cost about \$35,000 and will be the finest craft plying any of the waters of the Inland Empire. She will be equipped with powerful machinery and will have at least twice the power of the Spokane. Speed will be one of the uppermost considerations in her design. She will be equipped with a complete electric lighting outfit and will present very luxurious conveniences for those who make the river trip.

The boat will not enter the regular passenger service, it being the intention of the company to keep the Newport in this service as at present. The new boat will be used for excursion business and for towing and in the latter service will be a welcome addition to the fleet of boats now on the river. It is reported to be the intention of the company to have frequent excursions out of Newport next season, run in connection with railway excursions from Spokane. The beautiful and romantic scenery of the Pend d'Oreille will certainly prove a great attraction, and the excursions will do much to advertise Newport and the valley country.

After the boat has been built it will be shipped in knockdown form to Newport and shipbuilders sent here to piece together and launch her. Many boats have been built in this manner Portland and shipped to Alaska inland waters.

The announcement of the building of the new boat will be hailed with pleasure by people and shippers from down the river. A powerful towing boat has long been needed and the new boat will supply the want.

Colville has let a contract for 1700 feet of 18-inch sewer an outlet into the river at a cost of \$1 per foot. A sanitary sewer is one of Newport's needs.

Logging Operations in This Vicinity

There is more activity in logging operations in the vicinity of Newport at the present time than since the financial flurry struck this district. While many of the camps that were operating before the trouble occurred have not resumed and possibly will not until the troubles are finally settled, still the prospects for a fair season's logging have not entirely disappeared. The D. & K Mill Co., of Dalkena, will resume logging soon after Christmas, and conduct a small camp for some time, and will enlarge the camp as soon as conditions warrant. Harry Saddle, who is logging for the Panhandle Lumber Co. between Newport and Spirit Lake, added a few teams and several men to his forces during the past week, and expects to further enlarge the force within a short time. At the Fidelity camp, about six miles northeast of town, on the reserve, about 4,000,000 feet of logs have been skidded and the contractors are awaiting snow in order to get the logs to the landings on the river. After the logs are delivered they will resume sawing.

Several of the smaller camps are also preparing to reopen, and it is believed that by the first of February

ity made by the modern melodrama, "As Told in the Hills," which will be given at the Newport Opera House for an engagement of one night, is that there are no objectionable features to the performance. It is true that there are villains, two of them, in fact, but their fate is a striking example of what their villainy deserves. In contrast with them the other characters are clearly and forcibly drawn in a manner that will leave a lasting impression.

TO BRIDGE THE RIVER

Bill Introduced Last Saturday

Idaho & Washington Northern Ry. Applies to Congress for Permit

On Saturday Senator Heyburn, of Idaho, introduced into congress a bill to permit the Idaho & Washington Northern to bridge the Pend d'Oreille river. The Pend d'Oreille being a navigable stream it is necessary to get a bill through congress before a bridge can be constructed across it. The bridge must either have a draw or be high enough for steamers to pass under it at high water. The introduction of such a measure generally insures its passage as permission is given when the parties desiring to build the bridge satisfy the war department that the regulations governing the bridging of navigable streams will be complied with. It is understood here that the road will cross the river on a high bridge about two miles below town near the site of the old Khatydid mine and from there follow the east bank of the river as far down at least as LeClerc creek. The statement is made that the road will be built the coming year as it has already been financed.

NOTICE

To the Public—
My wife, Mandy Hiengabubler, has departed from the MISSOURI CHOP HOUSE, located in the Old Town of Newport, and is now in a museum in Butte, Montana, as the fattest woman in the world. She has written me that after she has made her tour of the east-ern states that she will return to the MISSOURI CHOP HOUSE, in the Old Town of Newport, and there she and I will make our permanent home if the MISSOURI CHOP HOUSE can get a bed big enough to hold her.

P. S.—What puzzles me at present is how in the Dickens the MISSOURI CHOP HOUSE, in the Old Town of Newport, managed to put all that fat on Mandy in four short weeks, for she weighs 814 pounds and three ounces in her stockingless feet. But they done it, d—d if they didn't.

ALIC HIENGABUBLER.
Near Blueslide.

WANTED—To rent two or three furnished rooms for housekeeping; man and wife; no children. Call at this office.

Ansshell's Auto Route.

S. H. Ansshell, of Metaline, is endeavoring to get the Colville business men interested in his proposed automobile route to Metaline to the extent of \$1800. Some of them are skeptical concerning the feasibility of the plan, and the Statesman-Index seems to doubt its practicability, while the other Colville papers entertain no doubts at all. The S.-I. says:

S. H. Ansshell, of Metaline, has been in this city this week in the interest of an automobile line from Colville to Metaline. He asks the business men of Colville for \$1800 to aid the enterprise. So far as we are concerned, we are in favor of any feasible proposition, and will not throw cold water on any undertaking which is for the benefit of Colville or any other part of the county. We do not believe that such a line is practical, and individually would hesitate on putting money into such an enterprise. The business men of Colville are called upon too often to help this and that enterprise and the amount contributed annually is no small figure. The business men of Colville need protection and a newspaper not afraid to call a spade a spade.

Landed Safely at Metaline.

G. A. King, general manager of the Spokane Lead Mines Company, was in the city Monday on his way from the Metalines to Spokane. Mr. King reported that the two rafts and barge conveying the concentrator machinery and boilers had made the trip through Box Canyon in safety and had been unloaded at Metaline. The building for the concentrator is completed and the work of installing the plant will be rushed as fast as possible. It was rather an adventurous undertaking to raft the valuable machinery through the canyon, but it was accomplished without great difficulty. Every such achievement helps to rob the canyon of its terrors to navigators, and it is being freely predicted that the time is not far distant when the canyon will be regularly navigated by large boats.

Instruments Recorded.

The following is from the daily report of the Stevens County Abstract Company, Colville:
James H Gregg to J W Vaughn, lt 4, blk 3, Martin's add to Newport, \$250.
Hope Congregational Church to Trop-ven Investment Co, e 40 ft lts 18-19, blk 7, Talmadge's add to Newport, \$1250.

NEWS OF OLD TOWN

Theodore Jurgens, accompanied by two of Louis Jurgens' sons, went to the neighborhood of Reardon, Wash., Sunday to spend the holidays with his parents.

The little daughter of Mr. Scott, who has been seriously ill with pneumonia, is much improved.

The Fidelity Lumber Co. has closed its planing mill and will not resume operations until after the opening of the new year.

Chas. Pike is now acting as superintendent of the Coulter & Buttons electric plant.

Mrs. Tom Geary has been confined to her home during the past ten days with a severe cold, and Tom has been learning the art of cooking.

Thomas Higginson, filer for Jurgens Bros., has gone to the vicinity of Montreal, Can., for a short visit with his father. The senior Higginson is nearly 90 years of age and the son has not visited him for a number of years.

Engineer "Billy" Ross, of the Metaline, won a basket of champagne at a raffle on Christmas Eve.

Mr. Charles Coman, of Winnetka, Ill., was the guest of E. B. Warriner on Tuesday of this week. Messrs. Coman and Warriner were schoolmates in Illinois over twenty years ago and this is the first meeting since school days.

Messrs. Arch and Jerome Depew and Chas. Foster, of Elk, spent Christmas with friends in Newport. It is understood that Arch Depew will remove to this place and make it his future home.

J. E. Allinson, a musician who has resided on the Idaho side of Newport for several years, was sent to the Page hospital at Sandpoint on Thursday. Allinson, to use the vernacular, is about all in. For the past year he has been playing the piano in various resorts in Newport, Sandpoint and Bonners. He became estranged from his wife and family on account of his habits, and his wife secured a divorce and is now living with relatives near here. Allinson is a native of Iowa, but lived in Lead City, S. D., for a number of years. He was an excellent stenographer and formerly filled the position of court reporter in that place. He drifted west about ten years ago and has been living a nomadic existence most of the time since then. Now, diseased and his system undermined from the effects of his debauches, he has been taken to the hospital to end his career.

News From the Metalines.

All of the companies which are developing properties in the Metaline camp this winter are Spokane corporations, and the people who are furnishing the means to prosecute the work are largely citizens of Spokane. The camp is not working its usual number of men, owing to the present stringency of the money market. However, there are a number of properties at work.

The Spokane Lead Mines Company is pushing work on its concentrator and is also developing the Dimon (R) mine.

The men at work in the lower tunnel of the Morning mine broke into ore recently and have gone through eight feet of lead-silver ore. It is not known yet how wide the vein is, as the face of the tunnel is yet in ore. The deposit lies in metamorphosed black lime and feldspar. Manager W. H. Mead, of Spokane, has persistently maintained that the ores which show so wonderfully on the surface would also go down and become better with depth. This is now proven to be true, and the Morning mine at Metaline may be said to have taken its place among the mines which have milling ores in sight to last for years.

The Oriole Mining & Milling Company, also a Spokane corporation, has let a contract to Joseph Thresher to drive the tunnel to the second ledge, and also to do work on the first ledge. The Oriole has the highest grade ore in the Metaline camp.

It means much for Metaline that a company has been formed to put in a steamer on the river to ply between Metaline and Newport through Box Canyon. This boat will have ample power to stem the current through the canyon and will settle the transportation problem to the satisfaction of the people until such a time as the tonnage becomes so great that a railroad will be necessary.

Will Start Making the Fill.

According to reports of trainmen operating through Newport the Great Northern Railway will not call a halt in its improvements in the track at this vicinity, and that in a short time the work of filling the big trestle east of town will be started. Two steam shovels will be operated, one east of Albeni Falls and one at the gravel pit just east of town, and four work trains will be used. The trestle is over three-quarters of a mile long, and it is estimated that it will take nearly a million yards of dirt to fill it.

"Newport, where rail and river meet."

Northern Mercantile Co., Ltd.,

Agents for Butterick Patterns

A Happy New Year to All

Winners in the Guessing Contest 4082 Beans in the Jar

1st. Jennie Nelson, Newport. 2nd. F. W. Sherwood, Lenora
3rd. F. C. Keyes, Newport



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