

AND YET THEY SAY EUROPE DOESN'T APPROVE OF OUR PRODUCTS.



—Rogers in New York Herald.

HAS THE BIGGEST BEARTRAP DAM

Post Falls Boasts of This Distinction

Post Falls, Idaho, Oct. 6.—"The installation of a beartrap gate, or more properly speaking, a movable dam of the beartrap type, at the north channel controlling works of the extensive power development by the Washington Water Power company at Post Falls, on the Spokane river, has awakened considerable interest and speculation as to the manner of its construction and operation, as well as its history and development to its present stage of perfection," said W. C. Weeks, superintendent of construction for the Washington Water Power company. Continuing, he said:

"As far as is known to me the beartrap dam at Post Falls is the only one of its kind in the Inland Empire, and a brief description and history of this gate and its prototypes may be of interest to those connected with the various power development enterprises in the northwest, as well as to those who take a general interest in things out of the ordinary.

"The design and construction of means for controlling the flow of water in sluices, flumes and locks has been given very close and detailed study by European engineers for many years, and it may here be noted with satisfaction that the beartrap type of movable dam, is distinctly an American invention, and, strange to say was the direct result of the necessity of obtaining a supply of anthracite coal to operate a wire mill in 1818.

"No gate or dam heretofore constructed was suitable to the purpose, so Josiah White devoted his talents to constructing a movable dam which could be made to impound water in a pool, and then fold up or collapse sufficiently to allow coal barges to pass over it with the rush of water. He devised such a dam, and in order to demonstrate its practical workings had a small gate built in an experimental sluice in Mauch Chunk creek. Curious persons were evasively answered by the workmen that they were building a beartrap, and this form of dam has retained the name of 'beartrap' ever since. A number of dams were built in the river, supplied with beartrap gates, and their use was so successful that they became of great importance in hydraulic development.

"The first beartrap dam consisted of two flat, rectangular levers, three levers having a width of certain ratio to each other and a length equal to the width of the sluice they were to control. The total rise of the dam is limited by means of a number of chains fastened to the under side of the lower leaf, which coil up on the bottom of the chamber when the gate is down. The successful operation of the device depends upon an unbalanced hydrostatic pressure on the levers of the gate when the pressure of the water above the dam is admitted to the chamber beneath.

"With the development of navigation in the United States came a further study of beartraps. A man of prominence, Ashbel Welch, came out boldly with his approval of the type and we hear of a board of United States engineers recommending the adoption of the beartrap for a dam at Beattyville on the Kentucky river, in 1886.

"Naturally a number of improvements were proposed some of which were variations, others alterations, and some having distinct merit. The development may be readily traced

from the original beartrap to the design recognized as having unusual merit, that of being readily proportioned to all heights of backwater. Passing over some unimportant and grotesque modifications we come to Girard's French patent, in which the lower leaf was hinged near the middle.

"This was a new idea of genuine merit, but the French engineers failed to appreciate its merits and it remained for Thomas Parker of Menominee, Wis., to improve upon Girard's patent by revising the gate, pulling the folding leaf up stream, and protecting the gate against destruction by an upstream leaf. Were it not for this leaf debris would sooner or later jam between the upper leaves and wreck the gate. Next we note Lang's improved gate, in which one of the leaves of the Parker gate is replaced by a tie and the upstream protecting leaf shortened. Several dams of the Parker and Lang types of beartrap have been constructed in the middle west, all of which are giving satisfaction. They find particular favor with lumbermen in the improvement of streams for driving logs, and this fact has extended their use. Next we come to the reversed Parker, a form proposed and patented by Captain A. O. Powell and Archibald Johnson in 1896, both these gentlemen being at that time engineers in the United States engineer office, St. Paul. Several are in successful operation. It is particularly sensitive to difference in elevation of head and tail water, that installed at Lake Winnibigoshish dam in northern Minnesota rising with a head of but two inches.

"The beartrap at Post Falls is of the revised Parker type. The entire controlling works at the north channel, including the beartrap, was designed by the patentee of the revised Parker beartrap. It was completed just before high water this spring, but because of freshly placed concrete in the foundation no attempt was made to operate the gate until the floods had partly subsided. It was then found that the gate would not rise, owing to the excessive weight upon the idler or downstream leaf. This leaf was accordingly removed, the location of this gate being such that the idler was not essential, and since that time the beartrap has worked in a satisfactory manner, responding perfectly to the operation of the controlling valves.

"Though there are several larger, the beartrap at Post Falls is one of the largest ever constructed of its type. It closes an opening 110 feet wide and in common with the working of all dams of the beartrap type, is operated with ease by one person. This is one of the features of this class of gates—the ease and simplicity of operation. The beartrap in the Chicago Drainage canal spans an opening 160 feet wide; one was built on the Monongahela river 120 feet wide, and there are doubtless others closing passes in excess of 100 feet. The object of the beartrap at Post Falls is to provide an easily controlled opening for the passage of an immense volume of water laden with debris and drift.

By its installer, provision has been made to pass without raising the river in the least above its natural level, all the water and more, that ever came in the highest known water. In other words, the beartrap type of movable dam, in conjunction

with the Tainter gates, has enabled the controlling works at the north channel to be so constructed that the entire development of the Washington Water Power company at Post Falls has resulted in increased facilities for the passage of flood waters over that afforded by the river in its primitive condition.

"In the preparation of this sketch I am indebted to Captain A. O. Powell, now chief engineer of the Lake Washington Ship Canal, for many points on the early history and subsequent development of beartrap dams."

Pelted With Epithets.
Sir Wilfrid Lawson, the most famous temperance advocate in England, was the target of the political wits. During his last campaign for parliament Sir Wilfrid was greeted as a "peregrinating pump handle," "an old cracked teapot," "a confederate molly-coddle," "a washed out water party," "a pop bottle pump orator," "the apostle of slops," "a maudlin mountebank" and "a buffoon." The last epithet was so often hurled at Sir Wilfrid that he remarked it reminded him of "Selah" in the Psalms. His hatred of war and rum led to an epigram which has frequently been repeated. "The country," he said, "is governed by two heathen deities—Bacchus and Mars, or, in other words, by the god of bottles and the god of battles."

RAIN IN PARIS.

It Does Not Dampen the Spirits of the Frenchman.
The sole effect rain seems to have on French spirit is to bring out its brightness by contrast with clouds. "Tiens! Il pleut!" ("Ah, it rains!") And monsieur, dressed with scrupulous care, ready to saily forth, does not stop for an umbrella, probably, but steps out jauntily into the street and makes no more unfriendly comment on the weather than "Il ne fait pas beau ce matin." ("It is not fine this morning.")

This is the French point of view. Discomfort of any sort is for them only the negative of something desirable, and so they keep their minds on what is pleasing, naming it to define the absence of it. La petite Helene and her little brother Henri, who go to school in the neighborhood, trot along in the rain, the bonnie at their heels carrying their school bags. Henri wears a capuchon, a cape with the hood drawn up over his head. Helene holds over her head a minuscule umbrella, which she tilts in such fashion as to make the most of the rain. Unrebuken by any threat of something awful to result if a drop of water falls on them, both children dance along in the wet, letting the drops fall on their upturned faces and laughing in glee as if the rain were another playfellow. Even his royal highness the baby does not miss his accustomed outing on account of the weather. Nunu, the nurse, will shorten the great ribbon streamers of the white cap she wears, and she pins up her dress to escape the muddy streets. Le bebe himself is resplendent in the laces and feathers which are an inseparable feature of the magnificent devotion which the French bestow upon an infant; he is snugly tucked in his gocart, the hood is raised if it is a heavy downpour—anything less is thought to be good for him—and off he goes.—Harper's Bazar.

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The rates for classified advertising are five cents a line each insertion. The minimum charge is 15 cents for three lines or less. Count eight words to a line and accompany your order with the cash if you do not have an open account with the office.

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A free lunch all day long and the best oyster cocktails ever
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Edward Peterson has purchased the restaurant business formerly conducted by A. Nost
New and Old Patrons
Will receive the best of attention and service.
Meals at all hours.

White Star Navigation Comq'
STEAMER BONEYA—Leaves Coeur d'Alene Monday, Wednesday and Friday at 9 a. m.; returning leaves Ferrell Tuesday, Thursday and Saturday, 6:30 a. m. Freight and passengers for lake and river points. Purchase your ticket for Coeur d'Alene only and get your passage on the 3c. eta at the dock. Round trip to head of navigation, St. Joe, \$2.50.
EXCURSION TO BEAUTY BAY
Steamer Boneta, every Sunday. Leaves at 9:15 a. m.; leaves again at 2:15 p. m. A most delightful place to spend a Sunday outing. 50c a round trip.
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at the close of business, Sept. 4, 1906

RESOURCES:

Loans and discounts,	\$142,258.82
Warrants and other securities	4,574.54
Overdrafts	5,000.56
Bank building	32,798.21
Furniture and fixtures	6,229.12
Cash and in banks	79,212.37
Total,	\$270,073.62

LIABILITIES:

Capital paid in	\$ 50,000.00
Undivided Profits	796.98
DEPOSITS	219,276.64
Total,	270,073.62

WATCH US GROW

Deposits April 6th, 1906	\$ 76,802.74
Deposits June 18th, 1906	159,646.15
Deposits September 4th, 1906	219,276.64

The reasons for our growth are close attention to business and our liberal treatment of our customers consistent with conservative banking

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