

## TION



## Coast Limited

## CARD OF TRAINS.

TIME CARD.	ARRIVE.	DEPART.
Limited, west	7:00 a. m.	7:10 a. m.
Limited, east	9:45 a. m.	9:55 a. m.
Bound	11:30 p. m.	11:30 p. m.
Bound	10:45 p. m.	10:45 p. m.
Bound	7:30 p. m.	7:30 p. m.
Bound	6:45 a. m.	6:45 a. m.
Bound	6:00 p. m.	6:00 p. m.
Bound	5:15 p. m.	5:15 p. m.
Bound	4:30 p. m.	4:30 p. m.
Bound	3:45 p. m.	3:45 p. m.
Bound	3:00 p. m.	3:00 p. m.
Bound	2:15 p. m.	2:15 p. m.
Bound	1:30 p. m.	1:30 p. m.
Bound	10:45 a. m.	10:45 a. m.
Bound	10:00 a. m.	10:00 a. m.
Bound	9:15 a. m.	9:15 a. m.
Bound	8:30 a. m.	8:30 a. m.
Bound	7:45 a. m.	7:45 a. m.

cept Sunday, all others daily.  
Coeur d'Alene branch leaves  
arrives 7:30 p.m.

## TICKET OFFICE:

Block, Corner Riverside and  
Howard.

## TRAINS - 3

BETWEEN SPOKANE AND  
SOUND CITIES.

W. HILL, General Agent,  
Spokane, Wash.  
ARLTON, A.G.P.A.,  
Portland, Oregon.

Falls & Northern  
Mountain Railway

all-rail route between all  
west and south to Ros-  
son and intermediate points;  
g at Spokane with the Great  
Northern Pacific and O. R.

at Roseland with the Cana-  
dio railway for Boundary creek

at Meyer's Falls with stage  
Republic.

service on trains between Spo-  
Northport.

CTIVE AUGUST 1st, 1901.

Day Train. Arrive.

Spokane ..... 7:35 p.m.

Roseland ..... 4:10 p.m.

Nelson ..... 6:05 p.m.

OWN, H. A. JACKSON,  
G. F. & P. A.,  
B.C. No. 710 Riverside Ave.,  
Spokane, Wash.

## antic S. S. Lines

(From Montreal.)

Corinthian ..... Oct. 13

Parisian ..... Oct. 19

Australasian ..... Oct. 25

Line-Lake Manitoba ..... Oct. 11

Line-Lake Ontario ..... Oct. 18

Line-Lake Champlain ..... Oct. 25

Line-Lake Michigan ..... Oct. 31

Canadian Line-Wasau Oct. 17

Canadian Line-Garth Cas-  
Nov. 2

(From Portland.)

Line-Dominion ..... Oct. 19

Line-Cambrian ..... Oct. 26

Line-Vancouver ..... Nov. 16

(From New York.)

Line-Lucania ..... Oct. 19

Line-Etruria ..... Oct. 24

Line-Campania ..... Nov. 2

Line-Oceanic ..... Oct. 16

Line-Teutonic ..... Oct. 23

Line-Germanic ..... Oct. 30

Line-Cymric ..... Nov. 6

Line-St. Louis ..... Oct. 16

Line-Philadelphia ..... Oct. 23

Line-St. Paul ..... Oct. 30

Line-Vaderland ..... Oct. 10

Line-Kensington ..... Oct. 23

Line-Zeeland ..... Oct. 30

Line-City of Rome ..... Oct. 12

Line-Astoria ..... Oct. 19

Line-Anchorage ..... Oct. 26

Line-Furnessia ..... Nov. 2

American Line-Columbia

American Line-Furst Bis-

American Line-Deutsch-

ate Line-State of Nebraska

ate Line-Laurentian ..... Oct. 16

ate Line-Sardinian ..... Nov. 6

(From Boston.)

Line-Ivernia ..... Oct. 19

Line-Saxonia ..... Nov. 2

Line-Commonwealth ..... Oct. 23

Line-New England ..... Nov. 6

arranged to and from all Europe

rates tickets and full information

A. B. MACKENZIE,  
Ticket Agt., Roseland, B. C.  
Cumplings, Gen. S. Agent.

Creek Assay Office

P. BLAINE, Proprietor.

the Myers Creek District for

SAW, WASHINGTON.

Daly, Q. C. C. R. Hamilton.

W. de V. le Maistre.

Hamilton & le Maistre

ters, Solicitors, Notaries,

the Roseland, B. C.

THURSDAY.....October 17, 1901

## THE ROSSLAND DERBY BY A SHORTER LINE IN SUPREME COURT

TURF CLUB DECIDES ON AN  
ANNUAL EVENT WITH  
THIS TITLE.  
TWO DAYS' RACES AT SUNNY-  
SIDE ABOUT THE 24th  
OF MAY.

The Roseland Turf club has resolved on a programme for next year's racing that promises to accomplish much toward bringing the racing game into popular favor and to advertise Roseland as the centre of the Kootenay in legitimate sport. It has been decided to hold two days' racing in the spring, one of these days to be May 24th and the second immediately before or after. A total of \$3,000 will be hung up in purses.

The principal event on the two-days card will be an entirely new race, to be known as the Roseland Derby, and to be continued as an annual event. The club will manage this event on lines similar to those adopted in bringing off big races all over the continent. The installment plan will be adopted in connection with the entries; by this system owners are required to make a deposit some distance ahead, say January 1st, to be followed by another deposit a month later, with the balance payable a month before the races come off, when horses must be nominated.

The race will be for all ages, weights to be adjusted on the basis of age. The distance will probably be a mile flat, although in this detail some of the club members favor a slightly shorter course. In any event the race will be one dash, although, of course, in the event of a large field it may be necessary to pull off preliminary heats on the day previous to the big match. The club will guarantee a purse of \$500 for the derby, and this is expected to attract horsemen from sections as far east as Calgary and south to Lewiston.

The matter has been under consideration for some time, but a decision has only been reached. When in Cranbrook Harry Mackintosh took the matter up with the horsemen gathered there, and found that they were most enthusiastic over the proposition. Some figuring was done, and no fewer than twelve entries were guaranteed from the owners assembled there, and this without a line of advertising. It is anticipated, and not without reason, that when the facts regarding the race are generally known to horsemen quite three times this number of entries will be made, particularly as all horses will be eligible for entry in the balance of the events on the two-days' programme. The management expect that the race will attract sufficient interest to justify them in making it an annual event which will be looked forward to in the west in the same way that the Queen's Plate is regarded in Ontario.

Work will be started on the Sunny-side track shortly, and the course will be put in good shape for the winter. When the snow goes off the work will be carried to completion and the club figures on having the track in first class shape by the time the runners are put into training.

## PERU'S TROUBLE.

Gold Coin Hoarded and Banks Pay Out Silver.

LIMA, Peru, Oct. 12.—In consequence of the evident withholding of gold coin from circulation, banks are paying out only silver soles.

There was a meeting at the palace yesterday between the managers of the banks, the ministers of finance and President Romona. After a short discussion the unanimous opinion was expressed that the fears were unfounded that a fall in the rate of exchange and the export of gold were probable, in view of the fall of prices of Peruvian products. As a remedy for the situation it was proposed to decree gold coin to be the only legal unlimited tender, to demonstrate 100,000 soles, convert the silver into bars, export the metal, reduce the premium at the mint for the coinage of gold and deliver immediately the equivalent in coins to the interested parties.

## THE JACKSON PAIR.

Biaphemous Tactics Used in Aid of Their Frauds.

LONDON, Oct. 12.—The hearing of the case of Theodore and Laura Jackson, who have been passing under the name of Horos, charged with conspiring to defraud women of money and jewelry by fortune telling, and against whom other serious charges are made, was resumed yesterday. Victims corroborated the opening speech of Charles W. Matthews, representing the treasury. They detailed the fantastic performances and vows connected with the initiation into the theocratic society, and the claim of Theodore that he was Christ returned to earth and the only perfect man in the world.

The testimony contained frequent references to the hypnotic influence of the prisoners.

## THE METAL MARKET.

Copper Grows Stronger in New York and London.

NEW YORK, Oct. 11.—Values at New York for tin advanced about 40 points without special activity attending it. The influence was in the way of a similar rise abroad. Values there gained 11 1/2 points. This spot was quoted at \$114 5/8 and futures at \$107 1/2. The local market closed firm but quiet at \$24.90/24.90 for spot. The market for copper held firm all day at yesterday's advance, and closed at \$16.75/17 for Lake Superior and \$16.50/16.62 1/2 for casting. At London a sympathetic rise occurred following American strength of yesterday and before the close values were £1 5s higher with spot at £55 and futures at £64 10s. Lead was without change here at \$437 1/2, while values at London declined 2s 6d to £11 12s 4d. Spelter was again higher locally. Spot closed at \$4.25/4.30, but was unchanged and nominally quoted at £17 2s 6d at London.

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THE CANADIAN PACIFIC MAY  
CUT ACROSS EAST  
KOOTENAY.  
SURVEYORS NOW LOCATING  
ALONG THE ST. MARY'S  
RIVER.

It would seem as though the next year is likely to bring forth important events in railroad circles affecting the Kootenay country generally. In an interview published in another column, Mr. J. C. Desruy states that a crew of C. P. R. engineers under the direction of Mr. Lumsden, chief engineer, is engaged in locating a line from Kimberley westerly along the St. Mary's river, in stream and west fork, to tap the rapidly developing mineral section in the basin of the St. Marys. In the minds of railroad men and others interested in transportation problems, this would seem to indicate the adoption of a plan that will be far-reaching. With a line along the St. Marys river it would surprise no one if the Canadian Pacific should build to the head of Crawford bay and divert its main line traffic now handled via the Crow's Nest road to the new road, transferring by steam ferry from the head of Crawford bay to the Froctor branch and eventually making a through run from the eastern terminus of the Crow's Nest to the Western terminus of the Columbia & Western, the Columbia river bridge affording the means of crossing the only other water obstacle to be encountered.

The idea has several features to commend it, and one of these will be realized after a glance at the map of East Kootenay showing the Crow's Nest road. It will be seen that after entering the province, the Crow's Nest runs almost west to Cranbrook, and then swings south many miles, finally reaching the lake at Kootenay Landing, from where the cars are handled by tags to Procter or Nelson, usually the latter point. Were the road projected due west from Cranbrook it would have come out at the head of Crawford bay, Pilot bay, or a point a few miles north of Pilot bay, as the new road now being located will do. The drawbacks to the present route are that the line is quite sixty miles by land and water longer than would be the case were it run on the lines to be adopted for the St. Marys valley road, that it runs for the most of this distance through a section that does not now furnish any tonnage worth considering, and that the problem of transferring at Kootenay Landing is substantially increased by the prevalence of low water during a considerable portion of the year. Eventually it was undoubtedly intended to bridge the lake at the Landing and continue the road between a point opposite the Landing and the present terminus at Procter, but the latter section of the road would cost an enormous sum besides presenting many engineering difficulties.

It has been suggested that the C. P. R. will build the new road to the head of Crawford bay, crossing the divide east of the lake through Sawyer, Hooker or Rose's passes. Crawford bay is an ideal harbor, wide, deep and thoroughly protected from every quarter. From it the transfer barges could ply to Procter, seven miles distant, or to Nelson on the West arm of the lake, making the trip in one half the time now taken to transfer from Kootenay Landing to either point and avoiding the most dangerous part of the lake crossing. The cutting off of the 80 miles land and water run over the present Crow's Nest road would substantially lower the cost of transportation and save three hours in the time of passenger runs, an important item in itself. In addition, the new road will run through a country that promises to develop a very considerable tonnage, whereas much of the country at present tapped sends out practically nothing. The adoption of the scheme presented would wipe out the necessity of at any time constructing the forty-mile section between Kootenay Landing and Procter, that has been estimated to cost no less than \$3,000,000.

These and other features are involved, and the conclusion of the programme mapped out by the big road will be watched with keen interest.

## ALASKA TREADWELL MINE.

Where Mining and Treatment Are on a Large Scale.

The report of the Alaska Treadwell Gold Mining Company for the year ended the 31st of May last states that 457,802 tons of ore was mined and placed in mill bins at a cost of \$321,965.60. At date of last report, May 15, 1900, there were estimated to be 125,000 tons of broken ore in the mines, including shales. At present there are 330,200 tons of broken ore in the mines and 214,200 tons of ore. The cost of tramming, hoisting, and hauling to mill has been about 20 cents per ton; on 457,802 tons this is \$91,560.40, taking this from \$321,965.60 leaves \$230,405.20, cost of breaking 672,092 tons, equal to \$6.5429 per ton for mining and hauling to mill, including all cost of development. As the development this past year exceeded the previous year by 1,300 feet, at an average cost of \$20 per foot, \$26,000, or 4 cents per ton might be deducted from the above in making comparison with previous year. In order to keep the mills running constantly, the future policy of the mine should be not to carry less than 700,000 tons of broken ore in the stope. To do this 800,000 tons must be broken during the coming year. This extra mining, sinking the shaft 160 feet and opening up the 160-foot level will make the expense for the year high, but the broken ore will form a valuable asset. The surplus carried over from 1900 was \$604,677. The net profit for the year is \$352,558. Less the dividends 45, 46, 47 and 48 paid during the year, \$300,000, the surplus carried over is \$657,236.

J. B. Johnston returned to the city from his eastern trip yesterday. T. E. Cloughy left on Sunday for Seattle.

A Stewart left yesterday for Victoria.

MATTERS UP FOR CONSIDERATION  
AT THE PRESENT SES-  
SION.  
APPEALS IN THE BEAMISH AND  
GEISER CASES TO BE  
HEARD.

The supreme court sittings are now in full swing before His Lordship Mr. Justice Waikem. Court opened Thursday morning at 10:30, and the first case on the docket was that of Clark vs. Colom. The action was brought by J. K. Clark, a well known mining man of Slocan City, against J. P. Colom, of the Arlington company, to recover 62,500 shares of Arlington stock claimed by the plaintiff on account of commission. Plaintiff was represented by J. A. Macdonald of this city and F. L. Christie of Sandom, while the defence was conducted by E. P. Davis, K. C. of Vancouver, and W. A. Macdonald, K. C. of Nelson. On opening application was made by the defence to have the case stand over until the next sitting of the court, and this was granted after some argument.

The case of Dobmeir vs. McMahon was then taken up. This was an action on a foreign judgment for some \$1800 recovered in North Dakota. MacNeill & Deacon appearing for the plaintiff and J. A. Harvey of Port Steele for the defendant. Judgment was given for plaintiff.

The case of the Nelson & Fort Sheppard railroad vs. the trustees of St. Andrew's Presbyterian church was not gone into, pending a settlement of the matters at issue. MacNeill & Deacon appeared for the plaintiff company and Macdonald & Clute for the defence.

The balance of the day was taken up by the hearing of the appeal in the case of John A. Manly vs. C. H. Mackintosh, Dally & Hamilton for the appellants, MacNeill & Deacon for the respondent. This case will again be taken up in the morning when the court resumes.

The hearing of the habeas corpus proceedings in the matter of the King vs. Beamish is set for today.

Following the present cases on the regular docket is the appeal from the decision of the police magistrate in the Geiser cases.

The last matter on the list is the appeal in the case of Harp vs. Morley. It will be remembered that Thomas Morley, of Nelson, a representative of the Thompson Stationary company, was found guilty of a breach of the Trade License bylaw and was convicted of the offence by Judge Boulton. An appeal has been taken in the matter with a view to testing the law in the premises. MacNeill & Deacon have the appellants' case in hand, while Abbott & Hart-McHarg, city solicitors, will appear for the respondent.

The legal battle waged for some months between the Nelson & Fort Sheppard railroad and the trustees of St. Andrew's Presbyterian church came to a conclusion yesterday, the parties interested reaching an agreement between themselves by which the case was not re-argued in court. During Friday's session of the supreme court J. A. Macdonald, counsel for the trustees, announced that the plaintiff railroad company, through its counsel, A. H. MacNeill, K. C., had agreed to the court handing down judgment for the trustees on condition that the latter convey to the railroad company that portion of the surface rights of the Lincoln Precinct mineral claim south of First avenue. This was confirmed by counsel for the defence, and a judgment along the lines indicated will be given.

The action of Manly vs. Mackintosh was protracted beyond the time expected, and was not concluded until 5 o'clock last evening, when court adjourned. Mr. Justice Waikem will hand down judgment later. Messrs. MacNeill & Deacon appeared for the defence and Messrs. Macdonald and Hamilton for the plaintiff.

## AFGHAN SUCCESSION.

The New Amer's Brothers Said to be Disaffected.

LONDON, Oct. 12.—"According to official intelligence from the ameer of Bokhara," says a despatch from the St. Petersburg correspondent of the Daily Telegraph, "the brothers of Habib Ullah Khan left Kabul secretly with their partisans the moment their father died, and therefore can not be said to have acquiesced in the ascension of their brother."

"Habib Ullah, indignant at their flight, has taken measures to defend the capital, and sent strong detachments to prevent their return, or to endeavor to capture them as rebels. He has further resolved to ask assistance of Emperor Nicholas and Lin-amen of Bokhara."

As bearing upon the advice to the Daily Telegraph from St. Petersburg, it is pointed out that Habib Ullah in his letter to Lord Curzon, announcing his ascension asserted that his younger brother had publicly sworn allegiance to him on the day the old ameer died.

SIMLA, Oct. 12.—Habib Ullah Khan, the ameer of Afghanistan, has officially informed Lord Curzon, viceroy of India, that he will follow in his father's footsteps, hoping that the friendship existing between the Afghan and British governments will continue to increase.

## IT MEANS OSTACISM.

Foul Breath and Disgusting Discharges. Due to Catarrh, Males Thousands of People Objects of Aversion—D. Agnew's Catarrhal Powder Relieves in 10 Minutes and Cures.

Hon. George James, of Scranton, Pa., says: "I have been a martyr to Catarrh for twenty years, constant howling and drooping in the throat and pain in the head, very offensive breath. I tried Dr. Agnew's Catarrhal Powder. The first application gave instant relief. After using a few bottles I was cured." 50 cents. 14. Sold by Goodve Bros.

A Stewart left yesterday for Victoria.

## ROSSLAND WEEKLY MINER

## THE CHURCH PARADE

A GOOD TURNOUT OF THE ROCKY  
MOUNTAIN RANGERS ON  
SUNDAY.

AN APPROPRIATE SERMON BY THE  
REV. J. MILLEN ROBIN-  
SON.

The church parade of the Rocky Mountain Rangers on Sunday morning to St. Andrew's Presbyterian church was most successful. Thirty men turned out in command of Captain Forin, and the parade had a decidedly smart appearance. The bugle band headed the company and made a favorable procession. The church was crowded, while hundreds of citizens lined the streets as the corps marched to and from the service.

Rev. J. Millen Robinson, B. A., conducted the service. His sermon was timely and appropriate, being in part as follows, based on the text: "In the name of our God we will set up our banners"—Psalm 20:5.

"The host of Israel on the march from Egypt to the promised land proceeded as a regularly disciplined army. Each man went under his own standard, or banner, or ensign. There were four great banners under which they marched or encamped. These were the banner of Judah, the banner of Reuben, the banner of Ephraim, and the banner of Dan. These represented the four great divisions of the host of Israel consisting of the twelve tribes. Of course each tribe had its banner, and each smaller division, even down to the family. But the one was related to the other so that it was easy to know to which of the four great divisions any one belonged. According to the Rabins the device on the banner of Judah was a lion; on that of Reuben a man; on that of Ephraim an ox; on that of Dan an eagle. These four great divisions occupied certain relative positions throughout the journey—North, South, East, West—with the Levites bearing the tabernacle in the centre. But there was a banner over all these four, and under which every man, whatever his family, or tribe, or division encamped and marched—it was the banner of the Captain of the Lord's Host, the pillar of cloud by day and the pillar of fire by night."

"King David long years after this march wrote this psalm. He had many foes to contend against, and doubtless in remembrance of the journey of his forefathers and before going forth to battle, he taught his men to say and to sing: 'In the name of our God we will set up our banner.'"

"Now what kind of a banner shall we display? Whether we are business men, or professional men, or mechanics, or soldiers, we must set up some standard—display some banner. The one thing of especial importance is that our banner shall be in keeping with the banner of the Captain of our Salvation, which is the banner of love. When we take our place beneath His standard all is well. When we realize that whatever our particular standard or banner may be called it is in keeping with that banner, and that we are marching under His leadership in our various lines of life then we are certain we are right. Capt. Hedley Vickers set up a good banner on the morning after his conversion. It was the open Bible placed on the table of his room. He said this would be his 'colors.' His fellow-officers endeavored by ridicule, contempt and desertion to turn him from his course. But no, he had chosen his colors, set up his standard, displayed his banner, and firmly throughout his whole life he remained true. A young recruit in the American army was ridiculed and scorned because he prayed in his tent. But having set up his standard he remained firm praying to the God of battles for himself and his fellow-soldiers. When bravely he had fought and fallen the one who had most reviled him carried his body away reverently, and when they buried him and carved his name on a rugged board, he said you had but one add: 'Christian soldier' for he stood by his colors in every sense of the word."

"Whatever our banner let us be certain that over it is the banner of Jesus, the banner of love, and that ours is in keeping with it."

"In whose name should we display our banner? In the name of our God. The name represents the person, and therefore it is in the strength, the wisdom, the guidance and the goodness of our God. Thus did the Israelites on the march to Canaan set up this banner. Thus did Gideon set up his banner when he said: 'The sword of the Lord and of Gideon.' Thus did Joshua when in obedience to the command of the Captain of the Lord's Host he marched round the walled city of Jericho until the victory came. Thus did David, the shepherd lad, he said to Goliath of Gath: 'Thou comest to me with a sword, and with a spear, and with a shield; but I come to thee in the name of the Lord of hosts, the God of the armies of Israel, whom thou hast defied.' When we display our banner in His name we are sure He will bring us off more than conquerors."

"But why should we thus display our banner? There are many reasons. Let us mention these: (1) To distinguish ourselves from others. Not so much from other soldiers of the cross, as from the world—that it may be known that we have enlisted under His banner. (2) To show our allegiance. The banner indicates that we have taken the oath of allegiance. A young soldier bearing the colors fell wounded. They were bearing him away. He exclaimed, 'Never mind me, but don't let that flag go down.' (3) To declare war. The enemies of our King are thus declared to be our enemies. We oppose whatever and whoever opposes him. Caesar was deterred when he saw a formidable foe on the shores of Britain, but the standard-bearer of the tenth legion leaped into the waves and made for the shore. The troops followed him to defend the colors against the enemy. A victory was gained, Britain was conquered. (4) To claim possession. We are familiar with the planting of the standard to indicate possession for the sovereign. We thus claim territory for the King of kings. (5) To signal a complete triumph. When a Roman general came home from war victorious at first he entered quietly into the city. But on a fixed day the gates were thrown wide

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Branch Office, Winnipeg, Manitoba

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Interest at the rate of 10 per cent will be charged on all arrears.

The public is warned against purchasing stock that has been forfeited.  
RICHARD PLEWMAN, Secretary, Roseland, B.C.

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