

Rossland Weekly Miner

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THE C. P. R. AND THE SMELTERS.

Everybody at all conversant with the subject knows that Rossland ores can be treated more economically at Trail than at Northport. The management of the Trail smelter makes no secret of its ability to cut the figures quoted by the Northport people. Why, then, does more than half of the output of the mines of this camp go out of the country?

The reason lies in the difference between the policies of the two railways that run into Rossland. The Great Northern has a haul of about seventeen miles from Rossland to Northport, while the distance to Trail over the C. P. R. is only thirteen miles. The Great Northern has no vested interest in the Northport works, whereas the C. P. R. owns the Trail smelter. Yet, because of its greater enterprise and willingness to take less profit, the American road and smelter get most of the business.

The Great Northern is putting Morrissey coal into Spokane, a distance of 300 miles, for \$1.75 per ton. The C. P. R. is charging \$2 per ton for hauling the same coal to Nelson, a distance of 150 miles. The same ratio is maintained in the C. P. R. haul of smelter fuel to Trail and Great Northern to Northport.

If the C. P. R. really wants to help the mining industry of the Rossland camp, it could easily beat the lowest possible Northport freight and treatment rate on Rossland ores, because of the advantages it possesses in the shorter haul for both ore and coke. We do not hesitate to say that the C. P. R. could quote fully \$1.00 per ton less on its present freight and treatment rate and then make as much money or more than is now earned by both the Great Northern and the Northport smelter.

If this were done, it is only reasonable to expect that the Northport smelter, a foreign institution, would have to go out of business, and this country would gain what Northport lost. The fact that the Northport smelter is owned by the Le Roi Mining company does not enter into the question if the C. P. R. would treat ores at Trail for less cost than they can be handled for elsewhere.

But this would not be the only benefit derivable from a change of heart by the C. P. R. With a smelter rate at Trail of say \$2.50 per ton, Rossland and Trail would more than double their present population. A tremendous impetus would be given to mining in this camp, and great prosperity would follow as a natural consequence. And it is a certainty that the C. P. R. would, in the long run, benefit more than anybody else.

THE B. C. MINERS' ASSOCIATION.

British Columbia is in a condition closely resembling the state of affairs in mining circles in California prior to the organization of the California Miners' Association. When, in November, 1891, a few pretty well discouraged miners met at Auburn, Placer county, to consider some plan by which to call the attention of the people of California to the condition of their industry, and appeal to them for assistance in its rehabilitation, it was with a sort of "last hope" spirit. They had been, so to speak, "under dog" for years. The government, the state, the counties, the courts, the people and the press had been against them and the further prosecution of their work. Their mines had been forcibly closed, and the ditches, reservoirs, pipe-lines and plants were as useless as the gravel

claims; worse than valueless, and idle like the men themselves. Millions of dollars were tied up in investments, and hundreds of millions locked in the untouched deep gravels throughout the hydraulic-mining counties. With vigorous, active and wealthy antagonists, held high in public favor, it seemed, and was, a gigantic task to attempt a partial reversal of conditions or even gain the ear of those who might render assistance to the impoverished miners of the mountains.

They had enemies even among themselves—men who were surreptitiously conducting operations which were under the ban of the law, and thus still further aggravating to renewed opposition those who felt their rights were being infringed. Those miners of Auburn were only a few of that numerous band who had been fighting their cause for years, with antagonism on all sides, finally to meet disaster and apparently permanent defeat in the courts. Every suggestion of an attempt at renewal of operations was met with a howl of opposition. But these miners at Auburn builded better than they knew. They were destined to set the corner stone and to lay the foundation of an institution which not only threw its protecting arms over them, but over those engaged in all branches of the mining industry. It was destined to bring within its lines so vast a number of earnest men of kindred pursuits that their requests demanded attention and could not be ignored by people, State or Nation. The merchant, the manufacturer, the lawyer and the statesman gave their moral, professional and financial aid, to again put upon a proper basis the industry which had caused the settlement of the golden state of California, and had built it up to its proud position among its sister states.

From the very moment that the California Miners' Association first met and commenced its deliberations began also a change of sentiment on the part of the people and the press. It was seen that the convention was a conservative body asking but for justice—the legal authority to work their properties only where this could be done without injury to any other interests. The means of doing this were pointed out, and the people and the press lent their assistance. All the public bodies of California and other cities of the state officially endorsed the miners' plans, and the legislature adopted a memorial to congress which induced that body to lend a willing ear. Prior to 1891 the mining industry of California was, if anything, in a worse condition of affairs than is the case today in this Province, but, as in our case, there was nothing in the nature of impediments to its prosperity that could not be righted by remedial legislation. It is also a significant fact that the California association grew to be of more than state importance; it made its influence felt in Federal legislation with most gratifying results. What the miners of California have accomplished can be attained in British Columbia, and as the benefits derived by our neighbors to the south were so great, it is the duty of everybody in this, as in all other, mining districts of the Province, to lend their hearty support to the proposed British Columbia Miners' Association.

KOOTENAY AND ALBERTA COKE.

A Frenchman by the name of Fleutot, who is operating some coal areas near Frank, Alberta, has informed a Nelson paper that he is going into the coke producing business. He has let a contract for the installation of 50 ovens, but does not venture an opinion as to when he will jump into the breach and attempt to relieve the present stringency in the local coke market. There is a well defined impression among those conversant with the character of coal in the neighborhood of Frank, that the article will not make good coke. We are informed by Mr. Fleutot that he will, nevertheless, erect 50 ovens. These ovens are not to be of the ordinary beehive pattern, as are used at Michel, Fernie and other up-to-date collieries on this continent. They are a Belgian idea and are capable, so Mr. Fleutot says, of converting coal into coke in 24 hours, instead of 72 as with the beehive oven. We fear that Mr. Fleutot is the same gentleman who did remarkable things in connection with the May and Jennie and Joker mines. We also fear that Mr. Fleutot is not to be our saviour in the matter of adequate coke supply in the near future.

What the mines and smelters of the Kootenays require is Kootenay fuel. It is near at hand and of the right kind. Supposing that coke can be produced at Frank, it is nevertheless the duty of the British Columbia government to see to it that British Columbia coal has the first call. If the government will do its duty and immediately open the East Kootenay coal "reserve," the Crow's Nest coal monopoly and Mr. Fleutot will cause no great concern in this district.

SUPPORT THE ASSOCIATION.

In order that the B. C. Miners' Association may accomplish the great good that it has started out to do, every man who depends upon the mining industry

for support should become a member of the organization. Every man who deals with mining sections should join with the association and give it his influence and support. Every farmer adjacent to the mines should join it. The business men of the coast towns have already signified their willingness to be liberal contributors, both in money and in influence, to the association, taking the view that what benefits one section, benefits the whole Province. Let others who are more directly interested follow their example and the demands of the mining industry will more rapidly be accorded by both the Provincial and Dominion governments. In union there is strength. Numbers carry weight. The association needs large membership. What is everybody's business is nobody's business. We stand in desperate need of some organization that will make the protection and fostering of the mining industry its special business. Let Rossland, then, rise to the occasion and set an example to the other mining towns. When Mr. Hobson arrives here—as he will within the next few days—he should be accorded the united and hearty support of the entire community.

B. C. PLATINUM.

The fact that platinum has been discovered richly deposited in the Burat Basin near Rossland and in the Similkameen placers, opens up vistas of great possibilities for platinum mining in British Columbia. At the present time the platinum mined on this continent comes chiefly from the gold placer deposits of Trinity and Shasta counties, California. In 1901 the total production in the United States amounted to 1,408 ounces, valued at \$27,526, or a little under \$20 per ounce. The U. S. imports of platinum during the same period had a value of \$1,695,595. The world's total production averages about 165,000 ounces, and Russia supplies about 150,000 out of this total. Platinum has been discovered recently in the copper ores of the Rambler mine, near Encampment, Wyoming. It occurs there in the form of sperrylite, the arsenide of platinum, and is associated with covellite, the monosulphide of copper. Chromite is another mineral which is likely to carry platinum in association. The platinum of the placer mines of California is always accompanied by osmium, a rare metal for which a use has lately been found in the manufacture of the Auer incandescent light. This will render the platinum mining industry more profitable. The platinum deposits of British Columbia are exceptionally high grade, equalling the values found in the famous Ural mines in Russia, but, unfortunately, they are only in the primary stage of development. There is, however, good reason for the hope that the platinum mining of this Province will soon become an established and profitable industry.

VILE INNUENDOS.

The big corporations with axes to grind at the expense of the public, are not meeting with much success in their efforts to down The Miner in its fight against the fuel monopoly, the extortionate transportation charges of the railways and the refusal of the C. P. R. to foster the British Columbia mining industry. Through the columns of their miserable subsidized press they have raised the cry that The Miner is controlled by the War Eagle and Centre Star companies. This is a deliberate falsehood, and the public know it from statements of both the old Rossland Miner P. & P. company and the present management. We suppose that the monopolists hope to crush the present management by these vile slanders, and so put him out of business. They may safely count on having a hard time doing this. Rossland and the Kootenays have been under the heel of the corporations long enough. Between the indifference of the Provincial government and the greed and selfishness of the railways this magnificent district has been brought to the verge of ruin. On all sides properties of great richness and known merit are idle because of the selfishness or indifference of the railway companies, particularly the C. P. R., and business men who have staked their all have been brought to the verge of bankruptcy. A bully is always a coward, and there never was a more cowardly outfit than the C. P. R. The Miner is not afraid of the C. P. R., or any one else, for it believes that it is doing the right thing by the camp and the district, and feels that it has the hearty support of the general public. The advertising columns and the subscription list are the best criterions as to the popularity of a newspaper. The Miner's subscription list is growing with most gratifying rapidity and the advertising columns speak for themselves. The Miner will continue its efforts to right the many wrongs that afflict this district in spite of all slander and cowardly attempts to make it desist.

MR. ALDRIDGE AND THE SMELTERS.

It does not require a Sherlock Holmes or the trained eye of journalism to discover the source of inspiration of the leading editorial in the last issue of the Trail Creek News. It is plainly evident that Walter H. Aldridge, the manager of the Trail smelter, is responsible for the article in question. But before going further, it would probably be best to reproduce the editorial in full, and we will leave it to the public to say if Mr. Aldridge's effort is not only irrelevant and incoherent, but a painfully crude attempt to evade the issue by which he has been squarely faced by recent statements of The Miner agent the local smelting problem. The article follows:

"The Rossland Miner has lately spent a great deal of space in asking the public to believe that the Northport smelter was a Canadian institution, because, located a few miles south of the boundary line, it made a specialty of treating Canadian ores, thus giving to the United States from two thirds to three-quarters of the disbursements made in connection with the operations of the Le Roi properties. The Miner has been advancing the argument as a reason why Northport should receive preferential treatment from the Crow's Nest Coal company just the same as the Granby smelter, the Greenwood smelter, the Pyritic smelter at Anaconda, and the Trail smelter. We now wish to congratulate the Rossland Miner on its admitting, editorially, that the Northport smelter is a 'foreign institution,' in which sentiment the people of Trail will agree.

The News is not in a position to confirm The Miner's statements regarding the advantages of the Trail smelter, but if The Miner's statements are correct it does not speak well for the former owner of the paper, Mr. F. Aug. Heinze, who permitted, in fact forced, the construction of the works at Northport, and is responsible for the famous contract between the Le Roi smelter, the Le Roi mine and the Great Northern railway, by which many hundred thousand tons have been treated in the United States, which could have been treated cheaper in Canada.

If the editor of The Miner will recall the time of his former editorship, at which time Mr. Heinze was the owner of The Miner, the Trail smelter and the Columbia & Western railway, he will find that the Canadian Pacific railway was no nearer Rossland than East Robson, and therefore can hardly be held responsible for the misdoings of Mr. Heinze's former superior, Mr. F. Aug. Heinze.

The Miner has never set up the contention that the Northport smelter is a Canadian institution. How could it be so when it is established south of the international boundary? The fact remains, however, that it is operated chiefly for the treatment of ores mined in Rossland. But just so long as the Trail smelter, which is a C. P. R. institution, refuses to give the Rossland mines a lower charge for smelting than can be obtained at Northport, it is vitally necessary for the prosperity of this camp that the Northport works be used by Rossland mines. This is the reason why 'The Miner has been advancing the argument that Northport should receive coke from the Crow's Nest Coal company just the same as the Granby smelter, the Greenwood smelter, the Pyritic smelter at Anaconda, and the Trail smelter.' The trouble lies in the fact that the Northport smelter is a 'foreign institution' and that the C. P. R. can well afford to put it out of business by quoting lower rates than could ever be obtained at Northport.

The 'Editor' of the News declares that he is 'not in a position to confirm The Miner's statements relating to the advantages Trail may have over Northport as a smelting point.' This is the veriest bancombe. The manager of the Trail smelter knows very well that the C. P. R., with its railways to Rossland and the Crow's Nest collieries and operating its own smelter at Trail, can well afford to treat Rossland ores on a \$2.50 freight and treatment rate. If Mr. Aldridge cares to deny this, The Miner can get its contention fully substantiated by any competent smelter man in the Kootenays.

Mr. Aldridge attempts, but utterly fails, to prove that the editor of The Miner is inconsistent in his present attitude regarding the smelting question. We defy Mr. Aldridge, or any one else, to show that the present editor of The Miner has ever advocated anything that is or was opposed to the fostering and promotion of British Columbia smelting. Before coming to Rossland, he was the first to oppose the construction of the Northport smelter, and even went so far as to urge the imposition of an export duty on Canadian gold-copper ores, in the hope that the plant would then be built in British Columbia. Mr. Aldridge also has a lot to say about F. Aug. Heinze. When the present manager of the Trail smelter has done a small fraction of the good that Mr. Heinze accomplished for Rossland and the Kootenays, his remarks in this connection might be tolerated, but as it is, we only treat his reference to Mr. Heinze with silent contempt. Meanwhile he has a much better opportunity than Mr. Heinze had to advance the prosperity of Rossland and Trail.

THE ALASKA BOUNDARY.

Dispatches from Washington recently have indicated that the senate will throw out the Alaska boundary treaty if it is submitted to that body for ratification. The explanation given is that the senators from the Pacific coast do not want any arbitration, on the plea that 'there is nothing to arbitrate,' and that their view will prevail with the senate. It is to be hoped that there will be found senators enough with a regard for the national reputation to falsify the prediction. There could be nothing more dishonest than the assertion that there 'is nothing to arbitrate' in connection with this boundary question, and the northwestern senators who make use of it are guilty of deliberate falsehood. The terms of the treaty of 1825 are so obscure on several points that

THE NORTH BELT.

The miners of the camp are just beginning to understand the peculiarities of the mineral zone from which the values are being extracted. This knowledge is the child of experience and close observation on the part of those who are engaged in mining and who, by reason of their occupation, keep closer in touch with the varied mining problems before them than others. It is the product of men who observe by day and take their observations home with them and ponder over and bring out deductions from them. One of the most notable of these practical mining men declared the other day that if he were given money enough he would follow the ore vein in the Le Roi without losing it from that mine to the Columbia river. There would be, he says, a number of faults encountered in going this distance, but he is morally certain that the zone extends over the distance named. If the individual who makes this assertion were a braggart or a romancer, or a man given to making idle and vainglorious assertions, his statement would have no value, but he is a cool, quiet man, who is noted for his modesty, his excellent judgment and his conservatism.

If these deductions are true, and they are easily within the range of probabilities, then the mineral zone, which is now known as the north belt, is much more extensive than it has hitherto been presumed to be. It is now known that it extends a distance of about two miles, but if the zone continues to the Columbia river, considerably over two miles would be added to the productive belt, for it is more than two miles, as the crow flies, from the Columbia-Kootenay to the nearest point on the Columbia river.

It is hoped that the gentleman in question is not a false prophet and that the zone mineralized with pay ore does extend between the points mentioned. If that is the case the output in time will be something so large as to be almost beyond calculation. It will make Rossland not only a Butte, but something larger—a Johannesburg.

A look at the map shows that there is some unstacked ground near the Columbia river, and if the gentleman will only tell the general direction in which he would go, in case he started to follow the lead through so many miles of country, there are several individuals in the camp who would like to stake a claim or two. They would like to get in on the ground floor, as it were, on this proposition, as it seems to be one of more than ordinary size and importance.

FREIGHT RATES.

In a recent issue the Toronto Telegram alleges that 'freight tariffs for the benefit of Canadian railways put ten burdens on the settler for every burden which is imposed by customs tariffs for the benefit of Canadian industry.' The ratio between the two classes of burdens by the settler may or may not be that stated by the Telegram; the data on which to base an accurate judgment in that regard are not easily found. But there can be no doubt as to the freight rates imposing an exceedingly grievous weight on the settler's shoulders, and the people of our own province have as much cause of complaint as those of the Northwest—perhaps more. When the fact is remembered that the railways were largely subsidized with public money and lands, the unfairness of the average rate of tolls appears all the greater. Rates are actually maintained at such a point as will secure a dividend on this public property invested in the roads—for the benefit of the owners, not the public. Seemingly there is no means of preventing this evident injustice being done. Then, as the Telegram points out, the companies are allowed the privilege of bonding and stocking their lines to an absurd extent, with the object of escaping rate revision. Thus they are able to put in force their favorite maxim that the rate of tolls should be 'all the traffic will bear.' As a matter of fact, traffic has been actually killed in substantial measure by the rates imposed in this province. Some improvements have been made, but there is yet necessity for a heavy reduction in nearly all rates. Greater progress of the country and development of its resources would result, from which the railways would surely gain compensation.

THE ALASKA BOUNDARY.

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elucidation is necessary before the boundary can be fixed. At the start that treaty lays down the provision that 'Commencing from the southernmost point of the island called Prince of Wales Island \* \* \* the said line shall ascend to the north along the channel called Portland channel, as far as the point of the continent, where it strikes the fifty-sixth degree of north latitude.' There is no Portland channel marked on present-day maps, but there is a 'Portland canal,' which the United States authorities have insisted upon as the channel indicated in the treaty. The unlikelihood of this contention was shown by Joseph Hunter, M. P. P., at the time when he was commissioned to ascertain where the boundary line should cross the Stikine river. Mr. Hunter then addressed the following note to the surveyor-general of Canada, dated in 1877, and the other day he gave a copy to the Colonist for publication:

Sir.—With reference to the copy (marked C) of articles 3 and 4 of the convention between Russia and Great Britain respecting the Alaska boundary line, appended to my instructions, I beg leave to respectfully point out, that the said copy materially differs from the versions of the treaty to which I have had access in the works of MacCulloch and Stikeman. No mention is made whatever by these authorities of Portland channel, which appears in my copy. The discrepancy is very material, as Portland channel is laid down on the copy of the American chart (marked E), sent by you to me, as an inlet or arm of the sea, the mouth of which lies due east from the 'Southernmost point of the island called Prince of Wales Island.'

By reference to the copy of the chart above referred to, it will be seen that it is impossible to run a line north from the southernmost point of Prince of Wales island, which would strike Portland channel. Such a north line as that described by the convention would pass along Clarence channel, would include Revilla Gigedo island, and would strike the continent far to the westward of Portland channel.

Although having, probably, no immediate bearing upon the mission with which I am charged, I have taken the liberty of drawing your attention to a discrepancy which might lead to serious complications in the future.

There is surely 'something to arbitrate' at the very outset of the treaty's description of the boundary, when the treaty says the line should run north and our neighbors insist that it should run east. The treaty also specifies that the whole of Prince of Wales island shall belong to Russia, which is a most nonsensical provision if the United States interpretation is the correct one. There are other obscure points to be cleared up before the boundary line intended by the negotiators can be fixed, and if the work is not to be done by some such commission as the lately concluded treaty provides for, how is it to be done? The northwestern senators and the people for whom they speak simply say: 'The territory is in our possession and we mean to keep it, regardless of right or wrong.' That is the argument of the pirate and the highwayman, which these people seem to think they can have enforced by the senate.

THE SUBSIDY POLICY.

Fresh evidence is to be found every day of the untruthfulness of the assertion that the east js so wedded to the railway policy hitherto followed that it is useless for the west to condemn the granting of government 'aid' and excessive capitalization powers to railway corporations. Evidence of the present attitude of eastern public opinion is to be found in the hedging of the Toronto Globe, and a frank statement appears in a Toronto weekly which says:

Public opinion, in the matter of subsidies, has now so grown in strength that it deserves the name. This is something so new in Canada that the minister can find absolutely no precedent by which to guide his course. Heretofore whenever a group of capitalists decided that the time was ripe for the exploiting of the country they boldly made their absurd demands, without fear of causing the government any inconvenience in the granting of them, for the government had no public opinion to satisfy. But now, for the first time, in the case of the Grand Trunk Pacific railway, we find a government face to face with an alert ward, under whose eyes it must perform its duty as trustee in a proper and business-like manner.

We Canadians have at last awakened to the fact that we have been robbed by corporations with impunity. We will have it no more. We have discovered, after years of guileless fancy, that if anyone desires to run stage-coaches or other vehicles on which we pay our fare, there is no possible reason why we should build the coaches, roads and hostelries, then transfer them to the transportation company, and pay our fares besides. Our gullibility in the past must be attributed to our youthful ignorance. We believe that we have now outgrown our swaddling clothes and have cut our eye teeth.

AGAINST THE TRUSTS.

WASHINGTON, Feb. 10.—The house adopted the conference report on the department of commerce bill by a vote of 281 to 10. One Republican and nine Democrats voted against this action.

MINERAL

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(From Thurs Hon. Colonel Prid minister of mines, Rossland board of administration of mineral tax will not bear heat properties, as is the ing circumstances. Colonel Prid's effect was read the board last night ence to the tax was several occasions I. Ioly that I am oppo cent tax as now ca bears unfairly on soe that I am determin same altered.' Th was received with a The board meeting ed, and indications, that the present ye prosperous for the past two at lea meeting of the boar March 4.

A communication. John P. Barkdoll, a land Typographical edging the letter fro the board relative two members of the Union join the boar stated that it would introduce the boe next regular meeting that he believed the be adopted. A roest was hande adian Pacific. John rected the attention o fact that the Cana practicing what he discrimination again connection with pe Travelers for the Bo coast or other point son were not kept granted free transpo and return for the privilege was granted might desire to con for the night, but on full return fare wa Clute stated that h been drawn to the g tion a few days since it was time the boe have Rossland place with Nelson in this not to be expecte would secure quite a as Nelson, which wa Canadian Pacific's o complaint might be particular. The diso son to Rossland wa as from Robson to N from Robson arrived about the same time was really no excuse nation that was beti tually.

J. B. Johnson brou tion of alleged indl coach service betwe Rossland, and the t made the subject of a will be forwarded fo cials praying for red

MILITIA MA Rangers Waiting for Drilling.

Little is doing at among the members of Rocky Mountain Ran other matters will not the snow has entirel the ground, although d been kept up continu mory building, long promised, been o past year. Lack of has worked a great h members of the local During the past fa in regard to the const mory were reopened received are of such members of the compa son to hope that the erected and in use by office building is accu sent to W. A. Gallibe swers were decided expects to bring the first opportunity at little doubt that the Rocky Mountain Ran will be accorded ever son is the feeling tha get their armory, th local contractors have the ground where the erected.

If the armory ha would have served a the members of the gether. Drilling cou up continuously and as it stands no been done for although a number of the company have dro tically none have com

Doek's Cotton is essentially 10,000 Ladies. Saf your droggis for. Take no other, as box; No. 2, 10 degrees st 1 or 2, mailed on receipt The Doek's Cotton No. 1 and 2 sold at responsible Druggists in No. 1 and No. 2 is a Spokane Area, and