

PUZZLEWITS

With this issue the "Puzzlewits" department is discontinued. The answers to the puzzles in this paper will appear next week.

No. 43. ENIGMA.

- My first is an important word in first line of preamble.
 My second is a pronoun.
 My third is something we all wish to do.
 My fourth is a preposition.
 My fifth is clear, transparent and fragile.
 My sixth we could not do without.
 My seventh, eighth, ninth and tenth is advise often necessary for boys.

No. 44. NUMERICAL ENIGMA.

- My whole is a subject treated of in a noted magazine.
 I am composed of 21 letters.
 My 1, 2, 3, 4 is a point of the compass.
 My 1, 2, 3, 4, 5, 6, 7, 8, 9 is a noted magazine.
 My 12, 9, 14, 13, 4 is an article used in bread.
 My 10, 19, 9, 14, 16 is an article of food.
 My 11, 19, 9, 17, 7, 15 is a state of the union.
 My 18, 21 is a verb.
 My 4, 14, 10, 20, 9 is an article of furniture.

No. 45. A DIAMOND.

- A letter—A beverage—A mark of sorrow—A verb—A letter.

No. 46. NUMERICAL ENIGMA.

- I am composed of 10 letters.
 My 1, 2, 3, 6 is a boy's name.
 My 4, 5, 7 girls should know how to do.
 My 8, 9, 10 is a girl's name.
 My whole is the name of a little queen.

No. 47. BEHEADINGS.

- 1—I am a domestic animal; behead me, I am a preposition.
 2—I am a prison house; behead me, I am an era.
 3—I am a musical instrument; behead me, I am an intoxicant.
 4—I am destitute of covering; behead me, I am a verb.
 5—I am a term of affection; behead me, I am a part of the body.
 6—I come when the world is wrapped in sleep; behead me, I am a package.
 7—I am a sale; behead me, you cannot do without me.
 8—I repair; behead me, I finish.
 9—I am a month of the year; behead me, I am a piece of architecture.
 10—I am a board; behead me, I am thin.
 11—I am an article of food; behead me, I am one of winter's products.
 12—I am a great American general; behead me, I am a boy's name.

No. 48. NUMERICAL ENIGMA.

- I am composed of 40 letters.
 My 1, 2, 3, 6, 20, 38, 4, 14 is a country in North America.
 My 4, 9, 10, 21, 35, 20 is a city near the St. Lawrence.
 My 5, 7, 15, 9, 13, 38, 21, 10, 2, 27, 19, 37 is a country in North America.
 My 16, 8, 1, 2, 6, 20, 38, 11 is a western state.
 My 18, 2, 1, 29, 23, 25, 24, 30, 36, 20 is one of the fruit-growing states.
 My 32, 17, 36, 39 is a state which has suffered much from the recent floods.
 My 28, 22, 1, 31, 34, 2 is a city of Arkansas.
 My 12, 2, 1, 9, 29, 26, 32, 24, 22 is a city of Maryland.

- My 40, 2, 38, 19, 21, 25, 34 is one of the principal cities of Wisconsin.
 My 38, 13, 1, 2, 35, 20, 6, 19 is one of the smallest states of the union.
 My whole is a proverb.

M. M. McDONALD.

There are 500 men at work on the Port Townsend Southern railway about 300 of whom are on the new grade. The bridging is almost completed to Hood's canal. A trestle one-third of a mile long is nearly finished and track laying will be commenced inside of two weeks, weather permitting. A great deal of heavy riprapping has been done at the head of Port Townsend bay, where the grade was washed out last winter by the heavy tides. The road at Discovery bay passes over the mouth of a tunnel 100 feet deep, leading into a copper mine which was worked for a time but which did not prove profitable, owing to the imperfect facilities for getting the product to market.

The historical society of Montana has accepted the legislative act making the body a state institution. The governor, attorney general and secretary of state will now be numbered among the trustees. The society becomes the state's trustee for the collection and preservation of all mementoes and everything relating to the history of Montana and the Northwest, and receives from the state \$750 a year, the librarian's salary to be \$600 a year. The society's property now includes letters and diaries of pioneers, biographies of hunters, trappers and traders, who lived in Montana prior to the discovery of gold, history of Indian campaigns of Baker, Crook, Custer and Howard, portraits, relics, canoes, maps, etc.

Port Angeles is to be connected with the Port Townsend & Southern railway by a branch from Port Discovery bay northward. The branch will be known as the Port Angeles Southern and will be under its own management. The survey has been completed and construction will be begun soon. There is a scheme on foot for giving Victoria, B. C., a railway outlet by way of Port Angeles. The details have not yet been made public, as to the manner of crossing the straits, but Victoria seems willing to give a large bonus to any one who will bring trains into the city from the mainland, either via Port Angeles or from British territory. One man agrees to do the work for a bonus of \$400,000. Previously the city had talked about giving \$1,000,000.

The decision of the treasury department allowing domestic goods to be shipped from the Eastern states to Spokane via the Canadian Pacific railroad, the Columbia river and the Spokane & Northern railroad, has demonstrated to the treasury officials the need of a custom house or examining station at the Little Dalles, the only American port touched by the river boats after leaving Revelstoke, B. C. The customs officials in the state of Washington have been notified to take steps to place a collector at the Little Dalles as soon as possible. This is an official promulgation of the fact that the Little Dalles is a port of entry. Satisfactory arrangements are expected to be made between the government and the railroad, so that freights can be examined at the Little Dalles with as little delay as possible.

THE PAYETTE VALLEY RAILWAY.

The survey from Caldwell to the Payette canyon for a railroad has been completed. A most feasible route was found. It is fifteen miles shorter from the mouth of Succor creek to the canyon than the North & South survey, and the maximum grade is but forty-four feet to the mile, while on the former survey it is sixty-six feet. A company called the De Lamar, Caldwell & Payette Valley railroad, is being formed, with a capital stock of \$3,000,000. It is divided into shares of \$10 each, and a large number of shares have already been taken. There is no doubt but that this survey will become valuable, as it is the best and shortest route to the forests of the Payette. It is far ahead of the survey of the Idaho North & South railroad, not only saving fifteen miles, but lowering the maximum grade twenty-two feet to the mile. The scheme is to organize the company, incorporate and file all necessary papers, and then when the North & South railroad is built, to meet them half way. This survey practically settles the question as to where the North & South will cross the Short Line. The original survey made them cross nine miles below town, but this new route is far superior, and there is no doubt but that it will be accepted when the road is built. Just so sure as the North & South railroad is built, it will cross the Oregon Short Line at Caldwell. We have the key to the situation. The new company will perfect organization in a day or two.—Caldwell, Idaho, Tribune.