

The Caldwell Tribune

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COUNTY FAIR OPENS TUESDAY

PRODUCTIVENESS OF THE IRRIGATED EMPIRE TO BE DISPLAYED.

Program For the Entire Week is of Unusual Attractiveness—President Taft to Deliver Address on Friday—Mammoth Crowd Expected.

With an exhibition hall overflowing with fruits, vegetables, manufacturing products; with 350 stalls filled with livestock and exhibits of sheep, swine and poultry, the 10th annual Canyon county fair will open Tuesday, October 3. Every department is already crowded with entries, displays being in place from New Plymouth, Fruitland, Payette, Parma, Emmett, as well as from the smaller sections which are all well represented with exhibits.

The races promise to be fast and many entries have been made, both by running and harness horses. The exhibition of draft horses this year it is claimed, will excel by far any exhibition of former years. The display in all other departments will surpass anything ever shown in the inter-mountain country, say those who are well informed in fair matters. Advance hotel reservations indicate that the attendance this year will be enormous. Amusements have been provided to suit every taste. There will be bucking contests, band concerts, vaudeville performances, street carnival, a grand ball, nothing has been overlooked to make the week the most enjoyable ever spent in Caldwell.

Professor Brooks, one of the foremost balloonists in the country, will make daily ascensions at the fair grounds. Music will be furnished by the Idaho State band, the recognized leading musical organization in the state. The merits of the Caldwell band are too well known to residents of this city to dwell upon. Their weekly concerts here are invariably attended by large and appreciative audiences and to hear their rendition of the popular and classic airs is a pleasure not soon forgotten. The band will be heard in daily concerts at the fair grounds.

The street concessions for fair week have been placed in charge of Messrs. Van Wamer and Gowen. Amusements of varied assortments are promised every evening during fair week.

Tuesday, October 3, the opening day, will be featured with an extra good speed program and the show in the livestock arena.

Wednesday will be, as in the past, children's day, when all school children under 16 years of age, accompanied by parents or guardians, will be admitted to the grounds free. The program on this day is of unusual interest and variety.

Thursday has been designated Payette Valley day, and arrangements have already been made for several excursions from Payette, Fruitland, New Plymouth and other points.

Friday will be without question the banner day of the fair, for in addition to the regular program, President Taft will deliver a thirty-minute address at the grounds. A large stand will be erected in front of the grand stand from which the president will speak. Conservative estimates on the attendance for "Taft Day" place it at 20,000. The fair committee has arranged to handle the crowd in an expeditious manner; an information bureau will be established down town, to enable strangers to secure proper hotel accommodations quickly.

Saturday, catalogued as "Everybody's Day," with a good speed program, will mark the close of the 1911 fair.

Judge Bryan is holding court in Council this week, this being the

DAME RUMOR BUILDS

A FEW RAILROADS.

The renewal of hostilities by the Hill and the Harriman interests in the Pacific northwest and the action of the Harriman interests in denying Hill entrance into California, means an era of unparalleled railroad building in Idaho in the opinion of the leading business men of this section.

Hill, they say, is not necessarily an entrance to California. It is not the rails of a competing line. Hill road will be built, connecting California with the Southern Pacific. Rumors that will not die are being heard on every hand concern-

ing the impending movements of the Gilmore & Pittsburg, a recognized Hill road, and the Pacific & Idaho Northern, supposed to be controlled by the Hills. The most plausible of the stories now afloat is to the effect that the G. & P. will build down the river from Salmon City and take a southerly course into Long Valley to join the P. & I. N., which recently filed a right of way well into the valley. After this junction has been effected, so the prophets say, the Pin road will be extended south from Weiser to some point in Central Oregon to join the Grand Trunk, a Hill road now being built through Central Oregon. The Grand Trunk, they state, will continue south through Klamath county, thence down the Pitt river canyon into California with its western terminus at San Francisco.

To retaliate, so the wiseacres narrate, the Harriman interests will rush to completion the Golden Gate route out of Caldwell, thereby shortening the distance to the Bay City some 500 miles. It is proposed to extend the road north to connect with the Northwestern, a Harriman road running from St. Paul to Seattle, at some point in Montana. With this invasion into the very heart of the Hill territory accomplished, the Harriman interests will construct a net-work of branch lines, inaugurate fast freight and passenger service, giving the people of the intermountain country service such as the east is getting.

The direct cause of the present trouble is contained in the following dispatch from Omaha:

The old rivalry between the Hill and Harriman railroad systems between the Missouri river and the Pacific coast has broken out afresh and Harriman's Southern Pacific has just dealt Hill's Burlington line a staggering blow by cutting the latter line off from all San Francisco and California traffic. Conditions are such that neither the interstate commerce commission nor the federal courts can interfere in the fight and from appearances the rival lines will be permitted to settle the affair in their own way. And this time the fight is being waged on the rails, not in the stock market. The entire trans-Mississippi country is the battlefield instead of the narrow confines of Wall and Broad streets.

Despite the fact that this is the most titanic struggle the western world has known for 25 years, it is being waged so silently that the public is scarcely aware that the big rivals are no longer standing together and working harmoniously, as they have done in the past decade. The cause of the fight is the ownership of a simple \$2.50 on each ticket sold by the eastern lines to the Pacific coast, but the effect produced is tremendous. And still greater effects are promised by the generals in command of the campaign.

The situation is complicated by the fact that Hill, in the fight, has the assistance of the Big Rock Island railroad, which is in a position similar to the Burlington, while the Western Pacific, the new Gould road to the Pacific, is aiding the Southern Pacific. Union Pacific, the main trunk of the Harriman system, is in the present fracas only a "looker-on" and a bystander, and is taking no part in the struggle. However, the latter road is reaping a golden harvest while the other lines scrap among themselves.

In fact, because of the big fight, Union Pacific is today the only railroad operating through trains between Chicago and St. Louis and San Francisco which traverse the central portion of the country.

The trouble began brewing a year ago when the interstate commerce commission ordered Southern Pacific and other roads to reduce fare from Ogden to the Pacific coast from \$30 to \$25, but did not order a reduction in the through fare from Missouri river points to the coast. At that time, and for 10 years previous thereto, through cars had been operated over the Burlington and Rock Island lines as far as Denver, thence over the Rio Grande to Ogden, where they were turned over to the Southern Pacific for the haul to the coast. At that time the roads east and west of Ogden simply raised the rate in two parts, each taking an equal portion. When the interstate commerce commission's new rate was ordered, the Southern Pacific demanded that the eastern lines continue to accept the same proportion as formerly accepted but both Burlington and Rock Island

PRESIDENT TAFT TO VISIT FAIR

FAIR DIRECTORS SUCCEED IN HAVING CALDWELL INCLUDED IN ITINERARY.

Event to Be Red Letter Day in History of City—Excursion Trains Will Run From Vale, Huntington, Emmett and Weiser.

William Howard Taft, president of the United States of America, will visit the Canyon county fair, Friday, October 6th, at 3:15 p. m., deliver an address, view the exhibits and leave for Boise immediately after.

The president's special will be met at Nampa by a committee of prominent business and professional men who will carry the city's official welcome to the nation's chief. On arriving here the president's party will be taken by automobiles directly to the fair grounds where the president will make a 30 minute address from a specially constructed stand at the south end of the grand stand. Invitations will be extended to the various civic organizations of Canyon county to have representatives on the platform with the president. Many prominent citizens of Boise, probably including the governor and staff, will also have places of honor. The personnel of the presidential party will include Senator Borah, who joins it at Minidoka; Secretary Charles D. Hill, Congressman Burton L. French and 6 press representatives.

Caldwell is the only city on the main line in Idaho to be visited by the party and the citizens are making elaborate preparations for the entertainment of the distinguished guest. At a meeting of the Commercial club Wednesday evening committees were appointed to interest the citizens in the different phases of the presidential visit. William Hasbrouk presented some excellent ideas on decoration and was appointed to interest the business houses in this most important work. As this city will be practically the only daylight stop that the president will make in the entire state, business houses and homes should display their patriotic regard for the presence of the distinguished party in not only attending the fair en masse, but by a grand display of municipal decoration. First impressions are always lasting; a few cents invested, individually, in flags and bunting, by the citizens, will be concrete evidence of the true spirit of progressiveness here.

Ed Potter of the Saratoga, was given the problem of housing the horde of visitors who will congregate here. Parties who have spare rooms in their homes will confer a favor on the arrangement committee by notifying Mr. Potter of the number and the location. It is proposed to list all rooms available in private homes at the Saratoga so that incoming guests can be supplied with sleeping quarters promptly.

lines refused and demanded a higher percentage of the cost of the ticket.

For almost 12 months the traffic officials of the different systems involved have been seeking an adjustment, but last week a crisis was reached and Southern Pacific notified both the Burlington and Rock Island systems that the cars formerly operated over those roads would no longer be accepted from them, and that in future all this traffic would be handed over to the Union Pacific, which has made no demands for an increased percentage of the receipts.

Accordingly, both the Burlington and Rock Island have been forced to discontinue all through cars to California via Denver and Salt Lake, and the great traffic once enjoyed by these roads is now being hauled by the Union Pacific. The two systems which have found their coast business practically ruined by the arbitrary action of the Southern Pacific have not yet found a way to "come back" at the latter line, but are promising that their next move will make the Harriman people sit up and take notice.

Both the Burlington and Rock Island claim that, inasmuch as these through car routes had been in existence for 20 years, they were entitled to more than the eight days' notice which was given them before their through business was taken from them and given to another road.

That a mammoth crowd will be here on Taft Day is already assured. Arrangements have been made to run excursions from as far west as Huntington and also from Vale, Payette valley, Emmett and Owyhee county will attend a thousand strong on a special train from Murphy. The consensus of opinion seems to be that at least twenty thousand people will be at the fair grounds on Friday, October 3rd.

MONTIE GWINN BACK FROM WOOL GROWERS' MEETING

Montie B. Gwinn, one of the directors of the National Wool Warehouse & Storage company, returned yesterday morning from a six weeks' trip east, during which he attended the National Wool Growers' association meeting at Chicago and the Sovereign Grand Lodge of Odd Fellows at Indianapolis. He expressed himself as being delighted to return to his home state, having experienced a temperature of 92 and 94 degrees all the time he has been away.

"It was the opinion of all the directors," said Mr. Gwinn, "that the warehouse had been a vast benefit to the wool growers in steadying prices for the wool, and must be continued. Mistakes have been made, but it is in the power of the stockholders to remedy these errors. The warehouse association is thoroughly organized and has in its employ two of the most expert wool salesmen that can be secured.

"The three years' contract with the wool men to ship 20,000,000 pounds of wool to the warehouse each year, or pay one cent a pound on all below that figure, will soon expire, and plans are being considered that will be submitted to the stockholders for their approval, for another three years' contract along similar lines, this plan having worked out so successfully.

"The resignation of J. E. Cosgriff as president of the association was accepted with regret, and J. A. Spoor, president of the executive committee, expressed the unanimous opinion of the directors when he said that Mr. Cosgriff had rendered the National Wool Warehouse & Storage company invaluable service, giving the organization his personal and untiring devotion, and that it was his personal work which permitted the association to write the word 'Success' over the enterprise. Fred Gooding of this state was elected Mr. Cosgriff's successor."

In referring to the Odd Fellows' meeting, Mr. Gwinn said: "I found that Idaho stands seventh in the ratio of membership to population in Odd Fellowship." He reports that the Sovereign Grand Lodge meeting at Indianapolis, Sept. 18 to 22, was one of the most successful in the history of the Order. The membership in Odd Fellow lodges now numbers more than 10,000,000, and in the parade last Wednesday, more than 30,000 were in line, with 110 bands. It required four hours for the parade to pass the reviewing stand. Mr. Gwinn also visited his old home in Iowa for the first time in 42 years, and says that he was royally entertained while there. He says Iowa has only half a crop this year, and while hay is selling for \$27 in Chicago, and \$25 in Indiana, it is commanding \$20 in Iowa. Idaho hay is being shipped in there.

J. B. Huston of Deer Flat received the \$10 for the largest pumpkin displayed at the Golden Rule Store.

Just received a new shipment of wall paper. The Caldwell Paint and Wall Paper Co.

COURT HOUSE NOTES.

Earl C. Payne is now being employed in the sheriff's office as deputy.

Chas. P. McCarty, prosecuting attorney of Ada county, was transacting business at the Court House Monday.

The petitions for the organization of the drainage districts were allowed by the county commissioners. An election will be called, but the time has not yet been fixed.

J. W. Watkins, sheriff, returned Wednesday from Ontario where he had been attending the funeral of his brother-in-law, O. M. Bigelow, who died Tuesday morning after a lingering illness. Interment will be at Owyhee today.

John Crawford and Chas. Peppard and Luther Streeter were arrested for giving away intoxicating liquors in a prohibition district and are being held in the county jail.

We pay cash for produce. Saratoga Hotel.

COAL LANDS RESTORED

PRESIDENT TAFT ISSUES ORDER OPENING 668,160 ACRES TO SETTLERS.

Order Means Much to Canyon and Neighboring Counties—No More "Senseless Conservation" Say the Prominent Men—Senator Borah Elated.

An executive order restoring to entry 668,160 acres of land in Canyon, Ada and Washington counties, hitherto held as "coal land" under withdrawals by the government, was received last Monday by the United States land office at Boise, from the commissioner of the general land office in Washington.

These lands in 29 townships of the state, now thrown open to entry without a single cloud on the title to the settler, are sites for thousands of new homes in Idaho. The lands could be used for farming before, under the federal laws, even though they had been reserved under the classification as "coal lands" but the settlers refused to take them up and run the chances of trouble with the government should any special agent get the notion that coal could be found there, it is said.

The letter explains that the president issued the order under change made by the director of the geological survey altering the classification of the lands. It restores the following lands to entry as homestead lands: Townships 1 and 2, ranges 1, 2, 3, 4 east; township 1 north, range 5 east; townships 1-10 inclusive north, ranges 1 and 2 west; townships 11, 12 and 13 north, range 2 west; townships 1-13 inclusive north, range 3 west.

The land restored was withdrawn from entry following a policy of conservation to hold within the title of the government all lands that had indications of coal bearing. Like the withdrawal of power sites, the coal lands were gradually set aside from all forms of entries. Later the lands were examined and those not found to contain coal in sufficient quantity were recommended to be restored.

The order is taken by prominent federal officials and the people generally as the beginning of better things in Idaho. They say that it means that the senseless "conservation by special agents" of public lands which show not the slightest trace of coal will cease and that agricultural lands will be left for agricultural purposes hereafter.

Senator Borah in particular is elated, for it was due, almost entirely to his efforts that the restoration order was issued. In an interview given immediately after the order became public he is quoted as follows:

"I regard this as the beginning of better things. I am sure that other orders will follow that one within the next few days and that, in the course of time, the whole of the Snake River valley will be thrown open to settlers. Washington has made me that promise and I believe it will be carried out. The conservation of lands as 'coal lands' which anybody would know had no trace of coal in them, seems to be over.

"That is one of the results of Secretary Fisher's visit to the state and a conference I had with him while he was here. The remainder of these lands will be thrown open soon, totalling more than 1,840,000 acres of the most fertile agricultural lands in the state, and the lands that bear not the slightest signs of coal, except to the special agent who is sent out there to find it. I have expressed myself about these special agents so often that it is useless to go into it again. The restoration order means a great deal for the state of Idaho, for it means more homes for the settlers who are coming here."

Marriage Licenses.

Frank E. Davis and Augusta C. Blum, both of Fruitland.

George Stewart, Fruitland and Fawn Blair, Payette.

We handle and set glass. Better have the broken window panes set before the cold weather comes. The Caldwell Paint and Wall Paper Co.

Della Pringle Stock Co. at the Opera House all Fair Week.

STATE CONDEMNS SEWER.

The following self-explanatory letter from J. H. Wallis, state pure food commissioner, has been received by the mayor and city council:

September 25, 1911.
To the Mayor and City Council,
City of Caldwell, Idaho;

Gentlemen:—

Pursuant to the request of your honorable mayor, and in response to a largely circulated petition of your tax-payers, the State Board of Health, by its president, Dr. Geo. E. Hyde, and State Sanitary Commissioner James H. Wallis, made an inspection of the sewerage system of your city, affected by said petition. As the result of said inspection we found in many places on the No. 4 lateral, the pipes were placed in some instances on top of the ground and in many cases above the waste pipes leading from the toilets, making it impossible to drain said pipes into the system, with stagnation of the contents with its consequent evil results. Hence said lateral is entirely useless to the property owners affected by it as it now exists. We therefore make the following recommendations:

First—Let Lateral No. 4 and the same is hereby condemned from its commencement to Seventh street, between Chicago and Denver avenues; that a new system be built which will commence at least three feet below the commencement of the present system, as shown on profile made by your engineer, Edward Hedden, and attached hereto, which profile shows extension directly to the Boise river, where the sewerage will be deposited in the centre of said stream below low water mark.

Second—Lateral No. 3 should be surveyed for the purpose of finding suitable outlet with sufficient fall from the commencement, so as to take care of the sewerage from the present and prospective adjoining property holders, and thus remedy the present conditions which are a possible menace to the health of the community in the section of your city affected.

While not in any manner connected with in the inspection referred to in this communication, we cannot help but take this occasion to express our admiration for the general sanitation of your streets and alleys, and the cleanly appearance of your city in general, which reflects great credit upon the civic pride of your citizens.

Respectfully submitted,

GEO. E. HYDE, M. D.,
President State Board of Health.
JAMES H. WALLIS,
State Sanitary Commissioner.

STATE NEWS IN BRIEF.

The car barns of the Boise Valley Railroad company at Boise were totally destroyed by fire Tuesday evening.

The second national sorority to enter the state university at Moscow is the Delta Gamma, which installed a chapter there last Saturday. The new chapter is made up of those who were active members of the Beta Sigma. Fifteen candidates were initiated, among them being Miss Louise Sebree of this city.

Milton Evans was instantly killed and Sterling Price badly injured by a cave-in while working on sewer construction in Salmon City Tuesday.

Long Valley is this week celebrating Road Week and Harvest Festival. Addresses will be delivered by Senator Borah, M'Creedy Sykes, Col. E. M. Heigho, Leo J. Falk, Reilly Atkinson and many others. A unique feature of the week's entertainment will be the parade of the Long Valley Ladies' Mounted Troop, composed entirely of ladies residing in the valley. Home talent vaudeville, "Singin' Skule," band concerts and many other amusement features will help the visitors enjoy themselves.

The annual convention of Baptists closed at Twin Falls last Saturday. Delegates were in attendance from all parts of the state and great interest prevailed throughout the three days' session of the association. The following excerpt from the annual report of the state board is of particular interest to readers of this paper:

"Our denomination is steadily forging ahead in Idaho. Every year marks growth and advancement. We are maintaining and developing the work already started and at the same time constantly entering new fields and starting new work.