

MONEY RAISED FOR BUILDING LEWISTON & OWYHEE ROADS

Mr. Reed Tells the Spokane Chronicle of His Success and that Work Will Begin in March

"I have succeeded in financing the proposition, and there is no longer any doubt about the road being built. It is assured."

"We are receiving bids now and will start actual work about next March. I hardly think we will be able to commence before the first of March."

"We have sufficient money now to run us for a whole year."

These statements by M. O. Reed, the well known Colfax attorney, who has been east financing the Lewiston & Owyhee railroad, says the Spokane Chronicle, give assurance that the enterprise to open eastern Oregon and the western border of Idaho is a success.

This means further that this city will be put in direct communication with all eastern Oregon and that county may be made tributary to Spokane as well as to Portland.

The road is to be between Huntington, Ore., and Lewiston, Idaho, a distance of 181 miles. It will follow directly the course of the Snake river and in doing so will open up some of the richest mining camps in the northwest. Among these will be the Seven Devils country, in which so many Spokane men have placed money.

Mr. Reed returned yesterday from New York, where he has been for the past ten weeks in the interest of the enterprise. He is stopping at the Hotel Riddpath, where he was seen by a Chronicle reporter.

"Yes, the proposition is financed," said Mr. Reed, in response to a question. "We have passed the stage of doubt. The road is assured beyond doubt. The names of the people who are back of us I can not give out, but they are men whose standing is such as to assure the success of the road."

"The New York Security and Trust company is to act as trustee and the bonds will be issued as the road is completed in sections of ten miles each. The bonds, which are to be 30 year 5 per cent bonds, will be issued about the first of the year, but, of course, will not be delivered at that time."

"We will start actual work about

next March. For the present we will give our entire attention to the line between Huntington and Lewiston, a distance of 181 miles. The line from Huntington to Alturas, Cal., a distance of 470 miles, and the one from Lewiston to Wenatchee, a distance of 175 miles, will be after considerations."

"We will build the Lewiston-Huntington line first. This will take about two years. Which one of the extensions will then be built, I can not say, as we are not figuring on that as yet."

"No, I do not believe there is any possibility of the road reaching Spokane. The nearest we will get to Spokane will be Ritzville."

"The route between Huntington and Lewiston will be along the Snake river. We will follow the river all the way. It was estimated by our engineer that there were 700 tons of ore per day tributary to this route, and since the estimate was made the tonnage has increased."

"We will follow the west side of the Snake river and so will be just across the river from the Seven Devils country. The longest haul from any part of the Seven Devils country will be five or six miles. It will put all the mines in that country on a paying basis. No, it is not practical to put a branch into the Seven Devils country, but our road will give the country a good outlet."

"In addition to this we pass right by the Cornucopia, Iron Dyke and Imnaha districts, opening up many valuable sections of the country. The lumber industry along the route will be another big source of revenue."

"We will have a fine road, the greatest grade being not more than half of 1 per cent. The road will be a standard gauge steam road."

"When we get the line to Alturas, Cal., completed it will mean a cut of 500 miles for people in Southern Idaho to San Francisco. It will not mean so much of a cut off for Spokane, but will give a direct line south."

"I have been to New York twice during the present year and will have to go again in December."

dously enhance the value of the lands for miles on either side of its route, and it is equally as patent that it will be wonderfully advantageous to Lewiston, Grangeville, Nezperce and the intermediate country.

"Of course the money necessary to construct this road can not be raised until all the surveys are made and the cost of construction accurately estimated, and all data as to the products of the fields and forests are secured and figures presented with regard to the amount of business which can be developed and the returns to the investors which the road can be made capable of producing. This is the work of the people who want this road built. It is not the work of the capitalist who may furnish the money for the construction, nor is it the work of any individual—it must be done by the community."

"The plan which Colonel Spofford has laid before the people contemplates the raising of the money for the preliminary work by small subscriptions from those who will profit by this improvement, and all such subscribers receive stock for their subscriptions. This plan permits all to share in the profit of the investment. If you wait until great railway corporation project a road in the Camas Prairie you will probably never see the road built, or if you do, the very much greater cost of construction necessary for a steam road will make very much higher freight rates necessary, hence the advantages to the people will be far less, and none of the local people will be able in any way to participate in the profits of the enterprise."

"Therefore, the people of Nez Perce and Idaho counties should take up this matter in earnest and help push it along to the point of completing all the preliminary work necessary to get it in shape to lay before eastern capital. If this is done, I feel justified in saying, from what I know of this project, that the money will be forthcoming for the construction and operation of this road."

PORTLAND HARD HIT

Mayor Williams Says the City Will Go Out of Business without Extra Session

(Special Telegram to Evening Teller.)

PORTLAND, Nov. 14.—Mayor Williams made a public statement yesterday that the city under its charter will go out of business unless a new law is enacted. He says it is not to the interest of the governor or the legislature but of the people that the extra session be called.

HANSBROUGH'S LAND BILL

Aims to Prevent Frauds in Timber Lands, by Repealing Timber and Stone Act

Senator Hansbrough introduced a bill in the senate, which by implication, repeals the timber and stone act, under which land is now acquired at \$2.50 an acre, regardless of its real value. The measure is intended to cure defects in existing laws, says the Oregonian, stop speculation in public timber lands and put an end to the frauds which recently have grown into a national scandal. It was referred to the committee on public lands, of which the author is chairman.

The secretary of the interior is authorized, under the new bill, to make examinations and estimates relative to quantity and value of the timber and stone on the public lands, and to sell the right to dispose of the same in such quantities, as may seem advisable, to the highest bidders. This plan is now pursued in the sale of timber on Indian lands in Minnesota. The title to the land remains in the government and the secretary of the interior may fix the limit of time in which the purchaser of the right shall remove the timber or stone. The right to cut the timber and make it a merchantable quantity is made inalienable.

If Senator Hansbrough's measure becomes a law, all the timber land on the public domain will be withdrawn from entry, and the government will enter upon the policy of disposing of its timber at its market value. One provision in the bill prohibits the entry of these lands under the homestead or old land laws. It is argued by Senator Hansbrough that in leaving the fee to the land in the government, reforestation will take place and the sale of timber will be a source of large revenue.

The second section of the bill amends the lieu land section so as to provide when a settler whose entry falls within a forest reserve, selects another piece of land in lieu of his original entry, it must be more valuable for agricultural purposes than for timber or stone. Under the existing laws, many of the entries who find themselves within a forest reserve cut and dispose of the timber on the land, and later go outside of the reserve and file a homestead on other timber land.

The third section of the bill amends



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BRIEF NEWS IN CLARKSTON

F. M. Hinkley Elected President of the Clarkston Cannery Co.

(Special to Evening Teller.)
CLARKSTON, Nov. 14.—The incorporators of the Clarkston Cannery company met today and completed arrangements for the permanent organization. F. M. Hinkley was elected president and R. B. Hooper, vice president. The meeting was adjourned until Monday at nine o'clock.

An interesting case now being tried in the district court at Astoria is the damage suit of Herbert Witherall vs. Henry Adams, the amount asked for being \$10,000.

Witherall had been employed by Adams as a laborer in connection with the work on the artesian wells at this place. It was Witherall's duty to start the engine by giving the fly wheel a turn and to throw the rope over the wheel which would be the basis of starting the engine by the engineer. In order to do this he had to climb a series of pegs to perform his duties. It is alleged by the plaintiff that the engineer started up too soon, throwing him from his position on the pegs, which caused the crushing of his leg, breaking of the kneecap, and other injuries. The case will probably go to the jury tonight.

Attorneys M. P. Shaughnessy and E.

E. Halsey attended district court at Astoria yesterday.

The party given by the young people of Clarkston last night was a decided success. The music was of the best and a very select crowd attended, and report a good time in general. The party was given in honor of Miss Alice Jones.

Mr. Monte Crippen of Seattle, formerly of this place, has returned and will associate himself with F. S. Anderson in the confectionery business on sixth street.

Dr. A. J. Smith was a visitor to Astoria yesterday where he attended district court.

GROWING IMPORTANCE OF ELECTRIC RAILWAY SYSTEM

(Continued from page 1.)
available on the lines, at such rates as will be advantageous to the people who will be its patrons, make it a paying investment for the purchasers of the bonds. If this can be shown to be a fact, the money will be forthcoming for the enterprise.

"This road will be an independent proposition. It will not antagonize the interests of any other railroad, and even if antagonism of any other railroad system should develop, which is not at all probable, it would not in the least effect this enterprise. The Camas Prairie region must have some means of transportation for its vast products, and reasonable freight rates on these products will yield a handsome return on the cost of building the road."

"Furthermore, every one knows that the building of this road will tremen-

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the act of March 11, 1901, and requires all proofs of commuted homestead and desert land entries to be made before registers and receivers in local land offices. This proposed amendment to existing law is recommended by the commissioner of the general land office, who, in his last report, says: "The privileges gained by the act have been greatly abused, particularly by United States commissioners, who have often been parties to wholesale frauds in connection with proofs made before them."



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