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NEW LAWS EFFECTIVE

Forty Enactments of Last Legislature Became Operative Yesterday in Idaho

Boise, May 4.—The people of Idaho will be confronted with 40 new laws—acts of the Eighth session, which did not bear emergency clauses and which became operative 60 days after the adjournment of the legislature. These enactments cover a wide range of subjects. Those that will attract special attention are known as the purity measures and include the anti-polygamy law, the adulterary and the Sunday closing laws. The latter was so emasculated by the legislature that its original intention was destroyed. Its provisions do not apply to incorporated cities, towns or villages, nor to boats or trains carrying passengers. They apply only to precincts outside incorporated towns and villages, and even there saloons, dance houses, theatres, race tracks, etc., may be operated Sundays provided a majority of the qualified voters, as shown by the last previous vote on governor, petition the county commissioners to permit it. The commissioners have no alternative. It is expected the question will be raised in connection with the Natatorium, which is just outside the corporate limits of Boise. As it is in a Boise precinct for general election purposes however, it may be decided that it is not necessary to secure a majority petition in order to enable the saloon in the resort to remain open on Sundays.

Provisions of Other Purity Laws
The anti-polygamy law provides a penalty of not less than \$200 fine and six months in jail or not to exceed \$2,000 fine and not more than five years in the penitentiary. The following is the full text of the adulterary act, which becomes operative with the others today:

"A married man who has sexual intercourse with a married woman not his wife, an unmarried man who has sexual intercourse with a married woman, a married woman who has sexual intercourse with a man not her husband, and an unmarried woman who has sexual intercourse with a married man shall be guilty of adultery and shall be punished by a fine of not less than \$100 or by imprisonment in the county jail for a period not exceeding one year or by a fine not exceeding \$1,000."

Care of Juvenile Offenders.
There are two laws effective today for the punishment of juvenile offenders. One of these is known as the juvenile court act. It constitutes the probate judges as presiding officers over juvenile courts and also makes provision for officers to look after probationers and others when necessary. The law is framed after the Chicago juvenile law and that in operation in Denver, both of which have in their enforcement been of the highest benefit. Another new act gives the probate judge authority to send offenders to the reform school at St. Anthony.

Amendments to Election Laws
There are acts amending the election laws in several particulars. One of these provides for separate ballots for constitutional amendments and other questions. Another provides for registration in city elections. Still another increases from 400 to 600 the maximum voting population of a precinct.

There are a few laws effective today relative to the schools. One provides that children may attend the schools nearest their homes, irrespective of the district lines. Others authorize salaries to clerks of independent districts and require the issuance of interest-bearing warrants to teachers.

More Irrigation Enactments.
The majority of the irrigation enactments also go into effect today. The more important of these, known as senate bill No. 63 is called the general irrigation law. Its most important provision requires the commencement of work on canals, reservoirs, etc., within six months from the time the water permit issues, also making provision for bonds. The United States is granted rights of way over state lands for irrigation works, appeal is provided to the district court, for hearing de novo from the action of the county commissioners in fixing rates and the time for applying water to beneficial use is extended from two to five years.

Regulations as to Soldiers Home.
One new law places additional restrictions on the admission of applicants to the soldiers home. It requires two years' residence in the state and that the applicant must have voted at one general election at least. This bill passed the senate unanimously. It

was defeated in the house but the vote was reconsidered and it was passed with very little opposition. Another act admits veterans of the Spanish-American and Philippine wars to the soldiers home.

The livestock men are especially interested in enactments providing for the recording of brands with the state auditor, requiring inspection of stock before it can be shipped out of the state and making constables the custodians of estrays.

Some Other Enactments.
Some other enactments that will become effective today may be summarized as follows:

Preventing the wrongful diversion of electric current and the tampering with wires or meters; for the relief of officials of the defunct Clearwater county; making identical the procedure in criminal cases in probate and justice courts; repealing the free water law; authorizing constables to serve papers in chattel mortgage proceedings; requiring county treasurers to make quarterly reports to the state land board; protecting bridges and culverts from traction engines; providing for the organization of good road districts; giving a lien for the services of sires; providing county assessors with office supplies; making it a felony to destroy any property by the use of dynamite or other explosive; requiring that all claims of state officers against the state be verified; making the state horticultural inspector scaler of weights and measures and adopting the government standards; compelling witnesses to testify in bribery cases; protecting purchasers of tax certificates in the matter of title and requiring the return of the money and with 6 per cent interest; transferring all court business in south Shoshone county from the first to the second judicial district; legalizing the incorporation of Oakley; giving the defendant in criminal cases an exception to disallowance of jury challenges.

Statue of George Washington
An appropriation will be available today amounting to \$300, for the repair by Charles Ostner, or the George Washington statue on the capitol grounds. No work will be done, however, until the question of site for the new capitol is settled.

The northern insane asylum, the wagon road commission and the pharmacy bill did not carry emergency clauses but they required appointment of the boards before May 4.

EASY TRIP TO CELILO

Captain H. C. Baughman Says Snake River is Navigable to Portage

Captain Harry C. Baughman, late master of the government dredge boat Wallowa, will leave in about 10 days for Seattle where he will board a steamer en route for Skagway. From that point he will go via rail to White Horse where he will assume charge of one of the steamers that ply on the Yukon between White Horse and Dawson. Mr. Baughman expects to remain there during the open season. He is one of the best known river men in the Pacific northwest and formerly operated on the Yukon for the same company that he will not work for.

Captain Baughman from childhood has known the Snake river in its navigable course and for a number of years was employed by the O. R. & N. Co. as master of one of the steamers plying between here and Riparia. He also handled the ill-fated Imnaha between Lewiston and Eureka and the steamer Mountain Gem was built under his direction. Captain Baughman in speaking of the proposed trip of the Mountain Gem from here to Celilo expresses great faith in the ability of Captain Gray to make the trip without trouble. He reports that the navigation of the Snake below Riparia is entirely feasible and believes that when the trip is made that Captain Gray will be able to leave here in the morning and reach Celilo portage during the afternoon of the same day. On the return trip he is of the opinion that it may be made in 48 hours. Captain Baughman expresses regret that he will not be here when the first trip is made as he would take pleasure in celebrating over the event, in view of the fact that the staunch little steamer was built under his supervision.

The government dredge boat Wallowa is now in charge of S. V. Winslow, formerly chief engineer of the steamer Lewiston.

J. W. Killinger, who is now making his headquarters in Spokane, was in this city this week and returned to Spokane Wednesday.

PORTLAND HAS BUT TO ACT TO CONTROL TRADE IN INTERIOR

E. H. Libby Gives Splendid Interview to Portland Oregonian Relative to Resources of Lewiston-Clarkston and Interior Country

Portland May 4.—The Oregonian only a step. Far more remains to be done. For several months of the low water period Snake river is not safely navigable. Yet the government engineers estimate that only \$160,000 will make it continuously navigable. Some rocks in the Columbia below the Snake are to be removed. All interests will unite to press upon congress the necessity of providing at once for these betterments; small in cost but of great importance. Certain engineers have declared broadly that the 'Columbia and Snake above Celilo are not navigable.' Strange, if such be the case, that steam craft have run on the route intermittently for 45 years. Their captains assert that the route is navigable for seven to nine months in the year. The Ohio river is a great highway for freight, yet the largest boats in that service—great steel barges—run only three months in twelve.

"A transportation line 470 miles in length from the naturally richest producing territory in America to the seaport of Portland. That is the purpose of the movement which is so intensely interesting all the people in that territory from Lewiston-Clarkston to the Bitter Root mountains, with voluntary aid offered from Walla Walla, Pendleton and Wallowa counties. A transportation line 470 miles long, at a cost of 110 miles of railroad, plus \$150,000 for steamboats. That is the problem," said E. H. Libby, of Lewiston, chairman of the board of trustees which has organized the movement, who, with a committee, has been discussing ways and means with Portland business men and associations. Asked for a statement setting forth Portland's interest in the enterprise, Mr. Libby said:

"Portland cannot avoid greatness if she will live up to her opportunity. The glory of Venice was founded on the wealth gained by the enterprise of her merchants. England's dominions were conquered by commerce. So far as we may at trade from the imaginary pinacles of science, art and literature, yet the basic fact remains that commerce is the arbiter of nations, of communities, of cities. The means, the highways of modern trade, are railroads and waterways. For a time the railroads seemed to be crowding the waterways out of use, but in recent years rivers and canals the world over have been regaining their natural, logical position as the economical avenues for traffic. The river valleys, the great basins, are the necessary, natural territory of the commercial cities, simply because it is cheaper to haul freight down hill than over hills and mountains.

Portland's Territory.

"Portland has already achieved a proud position, through the energy, enterprise and judgment of her merchants. Her natural territory for commerce is the whole Columbia river basin. Yet some of her broad-minded men still mentally limit the horizon of their effort to the political borders of Oregon. The Valley of the Willamette is hers through the means of rail and water transportation. A little fringe of the Columbia valley is hers only because the O. R. & N. Co.'s lines can deliver their freight nowhere else. The great basin of the Columbia is naturally, reasonably tributary to Portland. All grades of a territory second in America only to the Mississippi valley lead down hill to Portland (the port of the land, in truth). This great valley is as much of Portland territory as its lesser branch, the Willamette.

How to Achieve Dominion.

"To make it such in fact, to make Portland the real metropolis, the actual seaport, the imperial city of this splendid empire of the Columbia river basin requires only the use of the Snake and Columbia river as transportation routes, with railroad feeders from the producing plateau to the riversides. Some say that Spokane and Lewiston, Walla Walla and Pendleton, will be more benefited than Portland by success of this movement. As well say that St. Louis, Kansas City, Omaha are more benefited than is New Orleans by the freedom of the Mississippi waterway. Others say that the railroads would still haul wheat over the Cascade mountains, in spite of water route freight rates to a nearer port. Does Mobile grow at the expense of New Orleans? Can Boston or Baltimore offset in any way New York's position of advantage as the outlet of the Hudson river and Erie canal? Folly! The only result that could accrue from the regulation of Columbia basin freight to a water route basis would be the building of the Northern Pacific and Great Northern down the Columbia, in order to save their traffic. Rates on wheat today from the fields to the port of Portland are about nine times greater per ton per mile than along the Mississippi, and only because of the cost of lifting some of it over the Cascade mountains. Free the rivers to traffic, and the resulting rates will compel the railroads to use the water grade route.

River Improvement.

"Completion of the portage road around the Dalles-Celilo rapids is the most far-reaching step yet taken toward dominion for Portland. Yet it is

only a step. Far more remains to be done. For several months of the low water period Snake river is not safely navigable. Yet the government engineers estimate that only \$160,000 will make it continuously navigable. Some rocks in the Columbia below the Snake are to be removed. All interests will unite to press upon congress the necessity of providing at once for these betterments; small in cost but of great importance. Certain engineers have declared broadly that the 'Columbia and Snake above Celilo are not navigable.' Strange, if such be the case, that steam craft have run on the route intermittently for 45 years. Their captains assert that the route is navigable for seven to nine months in the year. The Ohio river is a great highway for freight, yet the largest boats in that service—great steel barges—run only three months in twelve.

"All interests in the Columbia basin demand an all year water line, hence all the valley towns must unite in the movement to interest congressmen in our needs. We want a special bill put through the next session of congress for both the Celilo canal and for improvement of the upper river.

After five years' work we have secured a beginning on the Celilo canal. The portage road is the big stick which will be potent in pushing construction. But there is no rest for us now. We must continue to work as one man to expedite the canal construction. Major Langitt says it can be built in four years. We must firmly and vigorously demand that this be accomplished. To this end every man interested should begin now writing letters to his correspondents in all the coast and mountain and southern and eastern states, asking our outside friends to interest their congressmen in this work of freeing an empire of industry from the thralldom of wholly inadequate transportation conditions by an expenditure trifling in comparison with the certain results.

Railroad Feeders.

Unlike eastern river valleys, only small stretches and narrow bottoms of our inland empire river valleys near the rivers are productive. For the most part, especially in the wheat districts, production begins several miles away upon the high plateaus above the canyon walls shutting off the rivers. In some sections this is overcome by tramways from the edge of the plateau to the riverside.

"The area possible to serve thus is only a small fraction of the total. Only by means of railroad feeders, 50 to 100 miles into the interior, can the products reach the waterway. Such a feeder, from the river at Lewiston-Clarkston into the phenomenally rich wheat lands surrounding Grangeville and Nezperce, the people along the route have determined to build and operate for themselves, tired of waiting for relief from Wall Street. Operated in connection with boats on the river, this feeder will add \$1,000,000 a year to the wealth of the immediate district of the railroad. It will be completed within two years. It will be the beginning of a series of similar feeders from the river into the Palouse, the Walla Walla and Pendleton sections. Already an independent electric-steam road is under construction from Spokane through the Palouse to the river at Lewiston. These roads will greatly benefit the interior towns and all the districts traversed. But no town will be benefited so much as Portland. The river and these railroad feeders will make of Portland an imperial city, if her people so will.

Lewiston-Grangeville Electric Road

"As to the Lewiston-Grangeville electric road and its connection boat line, we shall build it anyway. We do not ask for Portland's help. We but invite her to join us in the movement, as she may see it to her advantage to do so. Thus far her response has been all that we could ask. We are consulting her business men as to the wisest course to pursue to bring the movement to a successful issue at least cost of money and energy. When the engineering plans are completed, and the financial plans adopted, we have no doubt that Portland will meet the opportunity on a liberal basis. Without the railroad feeders the open river will be of little use; with them, it will make for an abounding prosperity for the entire valley."

HEYBURN AND FOREST RESERVE

He Accuses Men Who Made Examinations of Ignorance of Conditions

Washington, May 4.—Senator Heyburn is having another round with the forestry bureau because of the intention of the government to create half a dozen new forest reserves in Idaho. Mr. Heyburn is one of the most active opponents of the existing forestry policy of the administration. Like many other western senators, he believes the west is getting too much scientific forestry; he thinks the thing has been carried too far and wants to call a halt, in his own state at least.

There are now in existence a number of temporary withdrawals in Idaho, embracing several million acres of land, which will ultimately be permanently reserved, unless present plans miscarry. Mr. Heyburn wants most of these lands restored to entry, and in a letter to Land Commissioner Richards sets forth his reasons. His letter is self explanatory, and takes up the different proposed reserves. The following is what he says in relation to the Bitter Root or Shoshone reserve:

"As to the addition to the Bitter Root reserve, which includes the towns of Newsome and Florence, there is absolutely nothing to be said in favor of it. Like the Bitter Root forest reserve it is at the head of streams flowing into regions where irrigation is not needed, and where the complaint is 'too much water' rather than not enough. The town of Florence, which was settled in 1862, and which, with its immediate surroundings has produced over \$100,000,000 in gold, is still a flourishing and producing country, and is built up with schools, churches, public institutions and homes. A statement of these facts should, in itself, be sufficient to make the consideration of the creation of a forest reserve impossible.

"I have already discussed the town of Newsome in a former protest; it is a growing and prosperous town on the state wagon road. The country lying between these two points contains some timber, but it is worth infinitely more for homemaking and agricultural purposes.

RELATIVE TO TARIFF REFORM

National Treasury Shows Deficit of Thirty Millions of Dollars

Washington D. C., May 4.—With but two months remaining of the fiscal year, the national treasury shows a deficit of over \$30,000,000. That is, the expenses of the government for the 10 months ending with May have amounted to over \$30,000,000 more than the receipts and treasury officials admit that there is no prospect that the deficit will be reduced before the close of the fiscal year, on June 30. Under these circumstances, the administration must now devote its attention to some method of, either increasing revenue or reducing expenses, and it is generally admitted that the latter is an impossibility. Secretary Shaw himself admits that he sees no possibility of reducing the federal expenses and that the energies of the administration must, therefore, be devoted to devising methods of raising more revenue. This necessity becomes even more obvious when it is recalled that at this time last year the deficit amounted to only \$2,414,000.

Although the president is not here to express his views as to the proper solution of the problem, those familiar with his opinions say that he will regard the increasing deficit as a new evidence of the necessity of readjusting the tariff. When the Dingley act was framed its schedules were subjected to that nicety of adjustment which enabled them to afford to American manufacturers and producers all the protection they required while the bill as a whole afforded all the revenue necessary to meet the expenses of the government. Under the fostering care of the protective system, however, American manufacturers have constantly perfected their various methods, built up their several lines of business and cheapened cost of production until now tariff schedules, which then merely served to keep out the bulk of those products in which the cheaper cost of foreign labor played an important part, are absolutely prohibitory, cutting off all revenue and, in some instances, enabling domestic manufacturers to charge the domestic consumer a price out of all proportion to the increased cost of the labor that enters

GRAND JURY TO INVESTIGATE

Reported that Postoffice Authorities will Look into Waha Holdup Case

Information has leaked out to the effect that the post office authorities will file affidavits with the federal grand jury at Moscow asking that the "fake" holdup at Waha be investigated. It being alleged that the practical joke played on R. W. Nannes, an innocent victim, who has since been committed to the insane asylum at Blackfoot, was committed in the postoffice, which is in conflict with the rules and regulations of the department. An inspector has been in the city several days but no information was gleaned from him relative to the matter. It was learned that the matter would be brought to the notice of the grand jury which meets next Monday at Moscow.

The public is familiar with the details of the alleged "fake" holdup which occurred at Lake Waha recently at which time R. W. Nannes, a recent arrival from Indiana, was the victim. Nannes came to town and reported what had happened believing that he had been through the real thing. It was later reported that the holdup was intended as a practical joke. As a result Nannes is alleged to have suffered from nervous prostration which ultimately resulted in the young man being declared insane.

A suit for damages in the sum of \$10,000 is now on file in the district court against the perpetrators of the joke and will come up for trial at the next term.

George W. Barnett has severed his connection with the Lewiston Mercantile company and left Wednesday morning for Seattle where he expects to locate permanently.

Into their products. If therefore, the congress should respond to the recommendations of President Roosevelt and readjust the tariff schedules it would be an easy matter to so adjust the new schedules as to afford all needed protection and at the same time afford all the revenue needed to meet the increasing expenses of the government.

While this doubtless is the view of the president, Secretary Taft, Attorney General Moody and other members of the cabinet, Secretary Shaw, who is a stand patter of stand patters, is seeking to devise some method whereby he can increase the revenues without touching the existing schedules. To this end the secretary is investigating the possibilities of increasing the internal revenue receipts by adding to the existing taxes on liquors, tobacco, etc. The secretary is reported, too, to favor the imposition of a tariff duty on tea and coffee. If it be found impracticable sufficiently to increase the revenues by other means, and certain of the subordinates of the treasury department speak in glowing terms of this form of taxation, although the secretary declines to commit himself on the subject for publication. That such tax would prove unpopular seems to be a foregone conclusion, nevertheless, it is hoped by education to remove the opposition. With Secretary Shaw and other stand patters the chief desideratum seems to be that nothing should be done which can in any possible manner diminish the amount of protection now afforded the manufacturers, irrespective of what discrepancy there may exist between the cost of the labor which enters into their product and the amount of protection they are now afforded.

It is generally assumed that when the president returns from his hunting trip that he will devote some time and serious consideration to the problem of increasing the federal revenues and it is not improbable that when Senator Aldrich, chairman of the senate committee on finance, returns to this country, about June 1, he will call together a subcommittee to consider the situation which the next congress will have to face.

It is somewhat remarkable, in view of the very conservative reputation which the senate so widely enjoys, that it should stand ready to readjust the tariff schedules in accordance with the president's recommendation but such is the fact despite all reports to the contrary. Such reports it may be said, are generally fathered by the wish rather than by thought. Senators Aldrich, Allison, Spooner, Lodge, in fact practically all the leaders of the senate, believe that the time has arrived when the Dingley schedules should be readjusted and in what they believe the remainder of the senate is accustomed to acquiesce.