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HELP CLEAN LAND BOARD

Herndon May Become Candidate for Secretary of State this Fall.

(Capital News.) The metropolis of Lemhi in all likelihood produce for Secretary of state on a ticket in Roy B. present postmaster of that four years ago a member of representatives of the Idaho legislature. That Mr. Herndon is considering entry into the primaries is well known. The Democratic party is said to be pleased and are willing to "go along" so far as their support, in nominating and electing him. Herndon, his friends declare, has the necessary executive ability but has another claim that they assert should be considered for the position of secretary of state, where it is expected that office brought about by the election. This qualification is one of the best posted in the state as to values and management. Removed as he is from the big Carey act projects state, it is pointed out by his friends that he is clear from all their entanglements to handling matters properly before the state land board, where the secretary of state is a county ranks Herndon as its best qualified and most experienced man. This county has ranked for nor had much reputation on the state ticket of party, but unless all signs fall in favoring Mr. Herndon to the state as a candidate for secretary of state, he has a wide acquaintance in every county, where it is said he is every man, woman and child, to cover the state a successful signer and vote getter.

"TEST OUT" HAS RICH NEW STRIKE

Rich Mining Property at Gilmore Has Another Discovery of Lead and Silver.

Reports from Gilmore tell of a rich strike at the Latest Out, the property owned by the Nicholson family. The mine already is operating by a force of more than 30 men produces handsomely. The new strike has caused still more activity at that camp of silver and lead.

Live News of Mining Men.

Mr. O'Neil, assistant superintendent of the Anaconda, is expected in Salmon within a few days to go over the Ringbone Cayuse properties with Brogins, with whom the butte geologist and expert is interested. The mines are located twenty miles from Salmon and contain a large body of lead ore, said to be rich enough to yield over the expense of the long haul.

Adams and Bob Patterson are said to have made some rich discoveries the other day in a gold ledge on Adams present holdings on the ridge.

James O. Swift, whose holdings at head of Mulkey creek carry copper, is in Salt Lake conferring with geologists for their development.

To Make Sagebrush Potash.

According to the report lately received from Idaho Falls a new enterprise which should be of great importance to this section of the county, if successful, is about to be launched. An organization has been formed, and after a thorough investigation, those interested believe that potash can be successfully manufactured and that it would prove a good money making scheme. It is proposed to form a company called the Western Products company and give the scheme a trial. Indirectly it would be of great advantage to this western country as a whole, as it would necessarily mean the clearing of thousands of acres of land. Ralph Eckhart and F. C. Grimes, both of Idaho Falls, and M. A. Camp, of Salt Lake, are behind the new organization and are confident the enterprise will prove successful. —Pocatello Tribune.

PATRIOTIC DUTY TO SEE AND TALK TO THE PEOPLE

It is a patriotic duty of all good citizens who can do so to meet with the Governor of Idaho on the occasion of his coming visit to this part of the state, during the second week of August. The chief executive will be at Salmon on Wednesday evening, August 9, remaining here over night and departing for Leuhl valley points, Baker, Tendoy, Lemhi, Leadore, and Gilmore, on the 10th. On the 9th at noon he will be at May. A disclaimer has been made by the Governor to the charge that he is on a campaign tour through this part of the state. In a personal note he says: In answer to your inquiry I am pleased to state that my trip through your section of the country has no political significance. I merely want to get in touch with the people and learn from them what they need. By that way I will be better able to judge of the needs of the people.

LEONARD SEES ENLARGED USE FOR AUTOS ON RAILS

L. O. Leonard, promoter of the Boise-Butte-Salmon railroad, is in the city for a few days. He came in Tuesday from Butte, accompanied by Mrs. Leonard. Mr. Leonard has never given up hope that his railroad dream may come true and that he may see them realized within a very short time, with the intermountain country in direct steel rail connection with the Pacific coast at San Francisco. His observations in the valleys of the Salmon and Lemhi rivers caused him to marvel at their splendid appearance this year. He finds from year to year steady improvement on every hand—in largely increased flocks of sheep and in better cattle and in improved stock of all kinds; in development of mines and in improved farm methods. In no distant future he predicts unrivaled good roads in all this region, with hundreds of tourists from every state in the union. Many of the tourists will buy homes or make their investments here. Then in the wake of good roads for vehicle use will come electric systems of transportation with cars of this sort all up and down across these valleys. He predicts that perhaps within a year or two automobiles will be in general use not only on the good roads for travel and tonnage hauls but on the railroads also in the form of motors for the same purpose. These, he says, may be nothing more than automobiles and automobile trucks supplied with flange wheels but capable of wonderful usefulness on the rails. Why should not the tracks of railroads, which are used by locomotives very little of the time, be put to profit by allowing the motors to move over them, or why should not the railroad managers provide the motors themselves?

BUT FEW DAYS LEFT FOR SEPTEMBER REGISTRATION

Under the primary law all persons who did not vote in the November general elections two years ago must register before they will be eligible to vote in the primaries September 5th. The registration books will remain open until thirty days before the primary elections.

Remember to register early if you did not vote at the last general election. Any justice of the peace or notary will take the registration.

Funeral of Ole Johnson.

The funeral of Ole Johnson, whose death occurred at Portland last week, took place at Salmon, from the Doehler undertaking establishment on Thursday. Services were said by the Rev. Jay Clow of the Methodist church. Pall bearers were selected from among the old friends of the deceased—C. T. Mathewson, Charles Pautzke, George Brian, Muriel Mathewson, W. H. Shoup and Walter C. Shoup.

A niece and nephew of Mr. Johnson, Ida and Julius Johnson, of Morrehead, Minn., were here attending the funeral. The will of the deceased was left with one of the banks and will be probated at once.

William Crawford.

William Crawford, an old resident south of Salmon, died yesterday, July 27, after a long illness, aged 85 years. He had resided here since 1870. The old resident was a native of Scotland. His widow was formerly Johanna L. Holbrook. The funeral takes place this afternoon from the Presbyterian church.

GROWING ASSOCIATION FOR HIGHWAY IMPROVEMENT

Membership Starts With a Jump, at a Dollar as the Fee—Body To Take Hand in Highway Improvement.

As a result of the campaign for membership, started on Tuesday, in Salmon, for the Central Good Roads association, upward of a hundred names were secured at once. The two banks are the places of enrollment. It costs one dollar as a joining fee which all men of affairs consider not only a bounden duty to plank down but esteem it an honor and a privilege to do so in a most worthy cause. For this reason the membership is growing by leaps and bounds. Every good citizen is behind the movement, either in sympathy or active affiliation.

It was two months ago that Roy B. Herndon first broached the subject of such an organization, having enlisted the active support of the Business Men's association. A committee of this body, through L. F. Ramey, chairman, and Allen C. Merritt, secretary, pushed forward the enterprise, until Charles A. Norton was chosen permanent presiding officer and Mr. Merritt secretary.

It was pointed out at the beginning that the state and general government, like providence, would lend a helping hand only to those who help themselves. And so the idea of this organization took firm hold after it had its beginning.

It has come to stay and to work out the solution of the transportation problem. In many localities there are to be bond issues to provide funds for road building. It is more than likely that the Central association will take action to the same end, with influence enough behind the association to insure the adoption of that plan in this county. Other communities have given approval to this method of paying for good roads. Money is now plentiful and seeking investment, so that the sale of such bonds, even at home, is practical.

Right from the jump there was a boom for membership, as the following list will show: T. J. Atkins, W. H. O'Brien, W. H. Shoup, Timothy Darr, Ed. Manfull, Jas. W. Bruner, W. B. Horn, Jasper L. Fain, R. B. Herndon, L. A. Kilgus, C. G. Mathewson, M. M. McPherson, C. A. Norton, Dan O'Connell, W. A. Warner, Geo. W. Bryan, E. K. Abbott, Karl Pautzke, A. C. Merritt, Frank Kirtley, W. C. Shoup, E. A. Preston, A. W. Pipes, G. B. Quarles, L. E. Ramey, Geo. H. Monk, J. C. Smith, Ralph D. Edwards, W. F. Halcombe, A. E. Everett, O. T. Stratton, J. J. Donnelly, W. B. Hart, J. F. Melvin, Mabel McClain, R. M. Murdoch, E. C. Frazier, M. E. Curran, E. W. Whitcomb, A. C. Cherry, A. M. Colwell, J. A. Pearson, J. T. Watkins, J. H. Wright, Joseph Mootie, William Peterson, Laura B. Murphy, G. A. Brown, T. J. Stroud, E. V. Biscoe, Fred Brough Jr., J. B. Echord, Werner Snow, Chris Van Stratt, F. R. Anderson, T. P. Dunlap, G. P. Conlee, Fred Crandall, Dr. J. C. McGrath, R. H. Moore, E. C. F. Hettinger, J. Z. Moore, Dr. C. F. Hammer, Dr. E. L. Hubbard, H. M. Shaw, G. W. Meltzer, L. E. Glennon, R. N. Davis, F. H. Havemann, W. S. Virden, J. A. Turnbull, C. W. Snook, H. W. Bradley, R. L. Edwards, Richard Williams, John E. Rees, Homer Y. Harris, Geo. E. Shoup, Laura Shoup, Lena Shoup, Margaret Shoup, Owen Swift, Harry Kelly, Albert Amanson, Earl R. Gilbreath, Jas. W. Caperton, Arthur Greene, Frank Ritzenhouse, J. W. White, C. V. Durand.

At the last meeting of the association, held Monday night at the Salmon city hall, a committee of the president, the secretary and A. C. Cherry was appointed to confer with the state highway commission and with the forest officers at Ogden to ascertain what help may be dependent upon in the improvement of the North Fork road and getting action thereon. Mr. Cherry, who with Mr. Glennon, was recently in Boise told of a visit they made to the state highway commissioners and of the assurance given that it would be the purpose of the commission to recommend that the roads of this region be given attention by the state as soon as the first funds become available for road building.

Mr. Cherry, together with Commissioners Ramey and Grubb and A. W. Pipes and Emerson Hill attended the recent Mackay meeting and reported a most enthusiastic demonstration by the Custer county people. They unanimously endorsed the proposition of bonding that county for a large sum for good roads construction and cooperation was promised by the state highway commission, the plans under consideration being to complete the Salmon river road and connect the same with the Lost river branch of the state highway. This would contemplate the extension through Salmon to the Montana-Idaho line, where connection will be made with the Park-to-Park highway, and the extension of the route to Stanley basin, the Idaho national park, with connection with the route from Boise via Idaho City, Grimes Pass and Lowman.

From an examination of the map it appears that this route will extend nearly due south from Glacier national park in Montana to the proposed Idaho national park, entering this state at the head waters of the North Fork of Salmon river, where the route was surveyed last year by the forest department. No action has as yet been taken on the construction of this section of the road and it is urged by those who have investigated the matter that it is the most important link in the route insofar as this particular section of country is concerned and that every possible effort be made to get this work under way at an early date.

The present board of Commissioners have already pledged their support and have appropriated \$5,000 toward the work, the whole cost being estimated at \$15,000, one-third to be paid by the forest, one-third by the state and one-third by the county.

A. C. Merritt reported that during his visit to Salt Lake he called upon the forest department at Ogden and discussed to considerable length the new federal good roads bill and learned that the department was seriously considering the construction of several important roads in Central Idaho and the most important one was the Salmon river-Stanley-Lowman-Idaho City-Boise route, which is of so much importance to this section. They state that there will be quite a sum available for the construction of such a road under the section of the federal aid bill appropriating ten millions for construction within and partly within the forest. They state, however, that the bill as passed provided for the cooperation of the states and counties and would therefore require action by the highway commission as well as the respective counties.

It was suggested that the Good Roads association make an effort to place the proposition before the voters at the fall election and also that before doing so the route be surveyed and an accurate estimate of the cost ascertained upon which to base an appropriation of the funds.

From inquiry it was learned that the money which was appropriated by the forest for the construction of the North Fork road was loaned to the Northern Idaho forest this year on account of the money for road construction in district 1 of Montana being all appropriated for 1916, making it impossible at this time to build the short connection between the top of the Montana-Idaho divide to the connection with the Park-to-Park highway. In this connection it was learned that there would be money available out of the 1917 appropriation to do this work and that if an effort was made, the work would, in all probability, be completed during the next year.

Suggestions were made by the forest engineers that the county purchase some equipment which might be loaned or rented to the forest, so that the cost of moving equipment in here could be avoided.

Blue Ribbon Durhams.

A herd of Shorthorn Durhams, said to be qualified for entry in the registry of blue ribbon livestock, has been purchased in the Big Hole by Peter McKinney and Boomer for the Orchard company farms and other allied holdings represented by these two men. The lot comprise upward of 75 head including a few calves, and were driven over by way of Gibbonsville to the McKinney ranch this week. For so large a lot of cattle they are perhaps the most expensive ever brought into these valleys, the grown stock costing about \$200 a head. They are to be used exclusively for breeding purposes by the owners who picked them from a famous herd in Montana.

Sale of Leadore Ranch.

John Warren is today completing the sale of his Leadore ranch property to Edgar Ferris, Attorney A. C. Cherry having prepared the papers carrying the transfer and being at Leadore for the purpose. Mr. Warren is to become a resident of Salmon, according to report in the community. The change is made for the benefit of Mrs. Warren's health.

TRANSIENT STOCK MEN WITHDRAW THEIR FLOCKS

MACKAY, July 23.—T. D. Ryan of Ogden who is backing many of the transient sheepmen, was here the fore part of the week and told stockmen that twenty two bands of sheep that had been grazing on the public domain of Idaho, and which had come to grief through the protective grazing measures on the statute books of the state, had been moved to Iron county, Utah, by their owners, where leased land was to be grazed their owners having given up the idea that they could graze their flocks at will over the state to the detriment of the local or resident cattle and sheep growers of this state.

The movement is regarded by stockmen generally as tending to relieve the somewhat overcrowded conditions of the range in some localities, at the same time also perhaps tending to bring a better understanding between sheep and cattle men.

FIRST ENTRIES FOR QUEEN OF SALMON FLOWER SHOW

Entries of candidates for the Salmon flower queen include the following popular young ladies of Lemhi county, with more and more to follow, but up to date the bouquet of loveliness is said to be beyond compare. Here is the list of first entries: Frankie Smith, Gladys Whitwell, Carrie Radford, Ernestine Ross, Irene Clark of Leadore, Corine Edwards, Sarah Spooner, Margaret Shoup, Mary Anderson, Deering Greene, Olive Kadletz, Oral Krause, Lulu Johnson, Marie Mahaffey of Gilmore, Lillian Ostrander, Mabel Noddings, Ruby Wyant, Chrystal Lee, Madge Yearlan, Adele Sharkey, Beth Ball.

The date of the flower show has been fixed for Friday, August 25, with the following prize list: Best float \$20. Best decorated automobile \$10. Best carriage, single or double team, first \$6; second \$4. Best decorated bicycle \$5; saddle horse \$5; doll buggy by girl of 10 years or under and \$2.50. Best single specimen of rose 50c; bouquet \$1.50. Aster 50c; bouquet same \$1. Sweet peas \$1. Best assortment nasturtiums, pansies, ornamental plants and blooming plants are also to have prizes of \$1 each.

These are the committees: Floats—Mrs. Shennon and Mrs. Wood. Automobiles—Mrs. Pipes and Mrs. Merritt. Carriages—Mrs. Atkins, Mrs. Watkins and Margaret Shoup. Bicycles—Mrs. Crandall. Horses—Mrs. Kinsey. Juvenile department—Mrs. Meitzler. Cut flowers and plants—Mrs. Norton.

Each exhibitor should arrange flowers in her own vase.

There are to be five tables, to be in charge of the following ladies: Red—Mrs. Bellamy, White—Miss Laura Shoup, Pink—Mrs. Stewart Lavenor—Mrs. Arch Herndon, Yellow—Mrs. Hand. The management requests donations for these tables and the best decorated of the five tables is to be determined by vote.

TO DECREE WATER RIGHTS ON EIGHT-MILE AND TEXAS

Adjudication of the water rights of Texas creek and Eight Mile creek is about to be made under the direction of the district court of Lemhi county. The matter comes up August 8 at Leadore before W. H. O'Brien, referee as to Texas creek rights, and E. W. Whitcomb, as to Eight Mile rights. These attorneys will submit their findings of fact and the decree of the court will follow to establish the amount and priority of the use of the waters of the two sources of supply. Miss Frankie Smith will be in the service of the referees as stenographer. The cases involve matters of vital interest to a large number of farmers and ranchers.

Tom Dog, Fisher and Hunter.

Tom dog, is an aged hunter on the farm of Lasing McCormick, but he refuses to stay at home when there is a prospect for a run with a town shooter or even an outing with an angler. The other day Kenneth Shennon allowed him to go along to the Lemhi river, where Kenneth was fishing. The dog discovered one of those wallowing big salmon making over the riffles, when the animal pounced upon the fish, grabbed it behind the head and dragged him to dry land. The salmon was not weighed but it was a ten or fifteen pounder at least.

U. S. GOVERNMENT AS ROAD BUILDER

Recent Legislation Provides for System of Improved Highways--How States May Secure Funds.

The sum of \$85,000,000 of Federal funds is made available for the construction of rural roads, by the passage of the Federal roads bill which became a law on July 11, 1916. Of this sum, 75,000,000 is to be expended for the construction of rural post roads under co-operative arrangements with the highway departments of the various states, and \$10,000,000 is to be expended for roads and trails within or partly within the national forests. The act limits the Federal Government's share in road work in cooperation with the states to 50 per cent of the estimated cost of construction. Federal aid may be extended to the construction of any rural post road, excluding all streets or roads in towns having a population of 2,500 or more, except the portions of such streets or roads on which the houses are, on an average, more than 200 feet apart.

Five million dollars is made available for expenditure during the fiscal year ending June 30, 1917, and thereafter the appropriation is increased at the rate of five million a year until 1921, when the sum provided is twenty-five millions, making a total of seventy-five millions. In addition, to appropriations \$1,000,000 a year for 10 years—a total of \$10,000,000—made available for the development of roads and trails wholly or partly within the national forests.

The class of roads to be built and the method of construction are to be mutually agreed upon by the Secretary of Agriculture and the State highway departments.

The act provides that after making necessary deductions for administering its provisions—not to exceed three per cent of the appropriation for any one fiscal year—the Secretary of Agriculture shall apportion the remainder of each year's appropriation in the following manner:

One-third in the ratio which the area of each state bears to the total area of all the states.

One-third in the ratio which the population of each state bears to the total population of all the states.

One-third in the ratio which the mileage of rural delivery routes and star routes in each state bears to the total mileage of rural delivery routes and star routes in all the states.

Project state-enters setting forth the proposed construction of any rural post road or roads in a state are to be submitted to the State highway department, to the Secretary of Agriculture, and upon approval by the Secretary all necessary surveys, plans, specifications, and estimates must be furnished.

The roads projected must be of a substantial character, and items covering engineering, inspection, and unforeseen contingencies are not to exceed 10 per cent of the total estimated cost of the work.

Upon completion of the work as approved by the Secretary, the amount set aside for the project is to be paid to the proper state official.

The Secretary of Agriculture is given authority, in his discretion, to make partial payments as the work progresses, but not in excess of the Federal Government's pro rata share of the labor and material which have been actually put into construction work nor in excess of \$10,000 per mile, exclusive of the cost of bridges of more than 25 feet clear span. All construction work is subject to the inspection and approval of the Secretary of Agriculture.

The various States securing aid under the provisions of the act are charged with the making of needed repairs and the preservation of a reasonably smooth surface, considering the type of roads, but are not obligated to make extraordinary repairs or undertake reconstruction. If, after due notice a state fails to maintain a Federally aided road properly, the Secretary is required to refuse further aid until the road has been properly repaired at state expense.

The sum of \$10,000,000 is made available in the yearly appropriations of \$1,000,000 for the cooperative construction and maintenance of roads and trails within or partly within the national forest by the United States, States, Territories, or counties in which the forests lie. Expenditures for this purpose are not to exceed 10 per cent of the value of the timber and forage resources available for income upon the national forests where the roads or trails are being constructed. Beginning with the next fiscal year after an agreement is made between the Secretary of Agriculture and a State, Territory, or county for the cooperative construction of such roads, 10 per cent of all revenues from such forests are to be applied towards reimbursing the United States Government for funds expended in road work until the whole amount advanced shall have been returned.