

The Newport Miner

OFFICIAL PAPER OF STEVENS COUNTY

A weekly journal devoted to the interests of Newport and the Calispel valley in particular and the remainder of the earth in general. A progressive paper for progressive people in a progressive country.

FRED L. WOLF, Editor and Publisher.

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CONTRIBUTED

Editor Newport Miner—Allow me to congratulate you on the fact that the agitation of the matter of the Calispel road in your paper has borne fruit, in that the powers that be have eased a short grade on the Bobber hill of the old road, taking out a 22 per cent grade and giving a 12 per cent in its place.

The balance of the road is a sea of mud in most places, which is all unnecessary, for by expending a little time it would be comparatively easy to turn-pike the road so that water would fall into the gutters at each side, instead of settling into the wheel tracks, there to be churned up by every passing vehicle till the mud is a foot or more deep.

I was pleased to learn that Mr. Tiger had made a trip from his namesake town to Newport over the road, which shows that such a trip is possible. It is pleasant to learn that they have any kind of a road. But the next thing in line is to get a good road.

No one thing helps the prosperity of a town more than a series of good means of transportation to all parts of the country with which it is interdependent. Newport has two railroads leading to points east, west and south. She should have two more connecting with the lower river valley and Colville. And there should be a series of wagon roads not less than 20 feet wide and on a maximum grade leading in all directions from the town. There ought to be accommodations for farmers' teams aside from the high-priced livery barns, and there should be rest rooms for farmers' wives at all stores.

The Commercial Club could not do better than to make the farmers of the Calispel country feel that the farmers' interests were considered at all times in Newport. It is essential that the officials of railroads and other corporate interests should be dined, but the farmer whom you expect to trade at your store should be considered as well.

J. R. PATTERSON.

Refund Offered to Lumbermen.

To share the lumber traffic with the railroads which, on account of having been enjoined by the federal courts of Washington and Oregon from raising the rates according to the tariff put into effect Nov. 1, four of the roads operating in the Inland Empire that have not been enjoined have decided to refund the excess rate if the new rates are not sustained by the interstate commerce commission.

All lumber shippers of Eastern Washington will within a day or two receive a circular letter signed, as representatives of their roads, by George H. Martin, general freight agent of the Spokane International; J. H. Lothrop, general freight agent of the Spokane & Inland and Coeur d'Alene & Spokane, and R. F. Blackwell, vice-president and general manager of the Idaho & Washington Northern, which proposes as follows:

"Referring to the proceedings now pending before the interstate commerce commission between the lumber shippers and the railroads, in which proceedings the reasonableness of the present tariff rates on eastbound lumber shipments is involved, we desire to say that our lines are not parties to the suit in which the injunction was issued; consequently to comply with the law we are compelled to use the new tariffs effective Nov. 1, 1907. If, however, the interstate commerce commission decides that the new rates or any part of them are unreasonable, and shall direct or authorize such unreasonable excess to be refunded, we will comply with such order."

The purpose of this proposal, as explained by the officials of the four local lines, is to place them as nearly as possible on an equal footing with the Hill and Harriman lines, Burlington route, Chicago, Milwaukee & St. Paul and eastern connecting lines included in the federal injunction.

Wouldn't a year's subscription to THE MINER be a nice Christmas remembrance to send to your folks at the old home.

Great Northern Train Held Up.

The Great Northern passenger train westbound was held up Monday evening about a mile and a half west of town. County Assessor Luce and C. L. Ford, of Albeni Falls, were passengers on the train. When the train got here Mr. Ford was for getting off, but Mr. Luce told him not to worry, that he knew when they got to Sandpoint. About a mile and a half out Ford satisfied Luce that they had passed their station and they "held up" the train and got off in the mud. By the time they reached the depot the bus had gone and they continued their pedestrian trip to the city—Sandpoint Review.

The Great Northern Railway has placed orders with the General Electric Company for four 100-ton electric locomotives for handling its trains through the Cascade tunnel. Each locomotive will be capable of hauling heavy trains at a speed of fifteen miles an hour on a 2 per cent grade.

THE NEWPORT MINER appeared in bright form last week and gave a write-up of the rich country tributary to the upper river metropolis. During the year there were 33,000,000 feet of lumber manufactured and dressed at Newport yards, with a value of \$450,000, and 85,000 cedar poles floated from down river points to a value of \$300,000. Most of this money remained in that vicinity in payment of wages and stumpage, and \$800,000 worth of timber remains in the Newport yards awaiting shipment.—Colville Examiner.

A deal was consummated by the Bonner county commissioners last week which will meet with the approbation of all her citizens. The four-acre tract of land, on which stands the fine new two-story brick structure, and all the other buildings and improvements, near the Great Northern station, has been purchased for a county poor farm from Mr. Hunt. An additional tract of land of twenty acres adjoining this has been purchased, making a fine home for the county's poor. This land has a fine lake and other water, sufficient in volume to irrigate the tract. Electric lighting wires are already on the place, and the purchase price of this was secured at a very low figure, only \$4,200, about what the improvements would cost, getting the land practically free.—Sandpoint News.

H. W. Sparks, of Kettle Falls, deputy state fruit inspector for Stevens county, was a county seat business visitor Tuesday. He reports an inspection of 36,000 trees last month, of which he condemned 700 and disinfected 25,000. Mr. Sparks has spent many years in the fruit business in Stevens county and is enthusiastic over prospects of growth in the local fruit industry. The main trouble encountered is the lack of knowledge as to what varieties are best for certain soils. Altitudes will not successfully grow long-season fruit such as Ben Davis and Newtown Pippins. The matter of slope has not been conclusively proved in Stevens county, although a strong sentiment favors west and north slopes. Cherries on a north slope are a success and this industry is receiving a great deal of profitable attention. From \$200 to \$500 an acre can be realized from canning cherries and many trees are being set. Stevens county nursery stock is given the preference by many old time fruit growers. Outside stock is carefully watched, and to Mr. Sparks is due the credit of keeping considerable poor stock from being planted. The size of the county will not allow as thorough an inspection of all importations as he desires, but the information which he is able to give to the many newcomers desirous of entering the fruit business will be of incalculable benefit to this great industry to which the county's soil gives such great opportunity.—Colville Examiner.

When winds shriek high in fiendish glee,
And enters winter with his key;
Protect yourself, from disease be free;
Take Hollister's Rocky Mountain Tea.
At Adam's Pharmacy.

Special Notice.

Mandy Heinegabubler, my wife, has left my bed and board and is stopping at the MISSOURI CHOP HOUSE located in Old Town, Newport, where she says she gets a good bed for 25c and a good square meal for the same amount. She says emphatically that she will not leave the MISSOURI CHOP HOUSE for no man's bed and board, consequently I will not be responsible for any debts she may incur.

SPECIAL AGAIN—I do not care so much about Mandy leaving my board, but I do hate like h—l to sleep alone these cool nights.

ALEC HEINEGABUBLER.
Near Blueside, Wash., Nov. 28. 28-4

Good Medicine for Children.

The season for coughs and colds is now at hand and too much care cannot be used to protect the children. A child is much more likely to contract diphtheria or scarlet fever when he has a cold. The quicker you cure his cold the less risk. Chamberlain's Cough Remedy is the sole reliance of many mothers and few of those who have tried it are willing to use any other. Mrs. F. E. Starcher, of Ripley, W. Va., says: "I have never used anything other than Chamberlain's Cough Remedy for my children and it has always given good satisfaction." This remedy contains no opium or other narcotic, and may be given as confidently to a child as to an adult. For sale by Tiss & McMorran.

FOUND—A gold locket with monogram engraved on it. Owner can get it at this office.

This is the season of decay and weakened vitality; good health is hard to retain. If you'd retain yours fortify your system with Hollister's Rocky Mountain Tea, the surest way. 35c. Tea or Tablets. Adam's Pharmacy.

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Buy now at bargain prices and get the benefit of advanced prices in the spring. Write or call for particulars of any property you wish to buy. We will arrange terms and prices to suit.

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TIME TABLE

EFFECTIVE OCT. 28. 1907



Str. Newport leaves for Ione and Intermediate points on Mondays, Wednesdays and Fridays at 11 a. m. Returning leaves Ione Tuesdays, Thursdays and Saturdays at 5 a. m.

Str. Newport leaves for Cusick on Tuesdays, Thursdays and Saturdays at 3 p. m. On Mondays, Wednesdays and Fridays at 11 a. m. Returning leaves Cusick on Mondays, Wednesdays and Fridays at 6:30 a. m. On Tuesdays, Thursdays and Saturdays at 11 a. m.

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W. H. IRVING, GENERAL MANAGER.

G. R. WEEKS

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