

**TALK ON WATER WORKS.**

Given by the Mayor and two Councilmen— They Tell Why City Should Have Its Own Plant.

To the Taxpayer: In order that you may vote intelligently on the question of bonding the city for \$80,000 at the election call for November 19th, we desire to present to you a few facts and some figures later on. This article will be followed by other information.

First: We believe that Lewiston should be furnished by a larger supply of water and a larger system of water works, also purer water, as the present supply is often contaminated, especially in the summer months.

Lower Rates:—A rate as low as possible be made consistent with extensions and improvements and payment of interest on bonds and maintenance. That the city should not make any profit on the water works. To encourage irrigation by making irrigation rates very low, so that all may have lawns, trees, shrubs and flower gardens. Bringing the water to the curb line and not compelling the taker to spend from \$10 to \$50 connecting with the mains. To encourage the building of homes. To encourage the opening of the present additions and also those outside of the city limits. The present system is utterly inadequate and entirely too costly to meet with our desires in procuring cheaper water. We shall have free water for fire hydrants, which now cost us \$2600 per year, and we need at least 50 hydrants in place of the 18 we now use, as hydrants are cheaper than to keep buying hose for the fire department. We must sprinkle the hill and where this past year three carts were used, we shall need six the coming season and the six carts with free water will cost but little more than the three we now have at the present price we pay for water. We believe that a six-inch main should be as small as we should use so as to have plenty of pressure everywhere. We believe in placing the reservoirs on the highest points of land on the second bench, to establish them in such a manner that we can add to them as fast as the necessity arises.

At the proper time whenever that may be we think it advisable to furnish all the land on the hill even to the top of the second bench, with water—a great many hundred acres—so that all that magnificent tract can be opened up for vineyards and orchards. Vineland, by her cheaper water, has established a colony of 1500, and a valuation of \$500,000 (Lewiston has a population of 2500 with only \$1,000,000). Where property has risen in four short years from \$100 to \$5000 per acre, and which is constantly rising in value, is there one reason why we of Lewiston, if we can but get cheaper water, cannot excel Vineland in its advancement? We see no reason why we should not in a few years have an increased valuation of \$1,000,000 and hundreds of happy, prosperous homes in addition to what we now have and the population running into tens of thousands. As for the source of the supply, we are positively assured of the Dowd wells if their capacity is sufficient, and there does not seem to be any doubt but what the capacity we desire can be obtained. Then we have the Clearwater river which we can always use and there is not a particle of doubt but what the city can with modern pumps pump the water cheaper than can the present company. There are also other sources of supply which are being investigated. This is simply written to prove that if the present company, with their obsolete pumps can furnish water and make a profit how much better will it be for the city to own its own water works with modern pumps, or getting supplies from sources which cannot control or secure, together with the Clearwater river, should we ever so desire.

W. H. SKINNER,  
Mayor of the City of Lewiston.  
FRANK COLE,  
Alderman, Second Ward.  
C. A. HASTINGS,  
Alderman, First Ward.

**To Consolidate Mail Routes.**

The citizens of Idaho and Washington counties have petitioned to have the three mail routes from Council to Grangeville merged into one. If the petition receives favorable consideration by the department the service from Council north, and especially to the Fayette lakes, will be greatly improved both as regards mail and passengers.

**Of Interest to Masons.**

W. B. Goodheart of Weiser, for more than 10 years connected with the Signal there, has been in Boise for the past several days. Mr. Goodheart is taking a vacation that is to extend over a month or six weeks.

Monday Mr. Goodheart will leave for Lewiston and other northern Idaho points, where he will lecture before the different Masonic lodges. Mr. Goodheart is a very prominent member of

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that order, having served for years as a member and officer of the grand lodge.—Boise Statesman.

**A New Chief Deputy Marshal.**

Joseph A. Beal is now chief deputy in the office of United States Marshal Ramsey, succeeding Joseph Pinkham.

There is a long story back of this change. When Mr. Ramsey was appointed it was agreed that Mr. Pinkham should be chief deputy. The appointment was made and Mr. Pinkham did most of the outside work. This did not suit the department, it being insisted that the deputy should have charge of the office. On several occasions reports were made on the subject by inspectors, but the department refrained from prematurely ordering a change.

Recently, however, the matter came up again, and the change was made. Mr. Pinkham was not prepared to take charge of the office and the order therefore retired him. On his retirement, the marshal named Mr. Beal to succeed him and the latter is in charge of the office work.

**Big Warren Tunnel.**

The tunnel proposition that is to tap the Warren mountain is now under good headway, and men are drilling the first stages. The hand drilling now in progress is only temporary as an air compressor plant has been ordered and is expected at any time at the railroad station. The site of the tunnel is in the town itself and cuts directly through the mountain toward the Little Giant. The proposed length of the tunnel is 2700 feet and it is expected to be completed next summer. The main objective leads are the Charity and Little Giant, which will be operated at a depth of 600 to 800 feet. The name of the company is the Consolidated Junior Tunnel company of New York, and is financed by Hathaway & Co., a brokerage firm of that city. The company is negotiating for the Little Giant property, and while the proposition is being considered by the stockholders, it is understood no conclusion has been reached. Much of the travel to Thunder mountain is through Warren. The distance from here is ninety miles over the old trail.—Seven Devils Standard.

**St. Louis Fair Commission.**

Boise, Idaho, Oct. 18.—Governor Hunt today appointed a St. Louis exposition commission composed of I. B. Perrine of Blue Lake, Mrs. Henrietta Mansfield of Nampa and Aaron F. Parker of Grangeville. This commission will have in charge the matter of a proper representation of Idaho at the Exposition.

The governor stated today that he believed the next legislature would certainly pass a bill providing for the proper representation of this state at the exposition. If so, it was necessary that the work should commence at once, so that there would be no lack of time.

The commission is requested to present to the next legislature a bill embodying the general plan of the Idaho exhibit, its cost, etc.

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**ELECTRIC LIGHT NOTICE.**

All persons wanting lamps renewed must return their old lamps. POSITIVELY no lamps will be furnished unless the old one is returned. Lamps can be had at the sub-station office or of the secretary at R. Grostein's store.  
Sept. 27, 1901. S. H. REED, Sec'y.

Found! By the people of Lewiston, that Chase & Sanborn's Teas and Coffees are the finest grown, The Russell Grocery sells the line exclusively.

**Pullman Ordinary Sleepers.**

The tourist travel between the east and the Pacific coast has reached enormous proportions in the last few years, and calls for a special class of equipment. To meet this demand the Pullman company has issued from its shops what it technically calls the "Pullman Ordinary Sleeper." These cars appear similar to the regular sleepers being built on the same plan, but not furnished with the same elegance. They are equipped with mattresses, blankets, sheets, pillow-cases, towels, combs, brushes, etc., requiring nothing of the kind to be furnished by the passenger. Each car has a stove for making tea and coffee and doing "light housekeeping" and each section can be fitted with an adjustable table. A uniformed porter accompanies each car, his business being to make up berths, keep the car clean, and look after the wants and comforts of the passengers. In each of the trains which are despatched daily from Portland by the O. R. & N. Co. is to be found one of these "Pullman Ordinary Sleepers." The car attached to the "Chicago-Portland Special" goes through to Chicago without change, and the one in the "Atlantic Express" runs to Kansas City without change. Passengers in this car for Chicago change to a similar car at Granger.

Much of the first-class travel is being carried in these cars, the rates being lower, and the service nearly equal to that in the palace sleepers.

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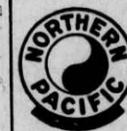
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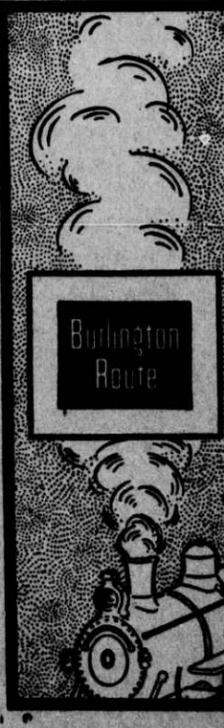
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