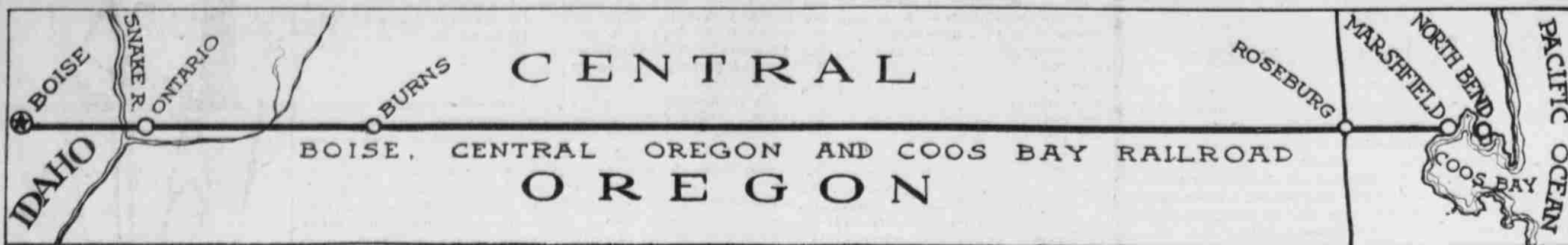


# PROGRAM OF TWO COMMONWEALTHS TO PROMOTE RAILROAD CONSTRUCTION

## CAMPAIGN OF THE OREGON AND IDAHO DEVELOPMENT CONGRESS FOR DISTRICT AIDED RAILROAD



### DEVELOPMENT PROGRAM IN OREGON.

August 25-26, Congress organized at Marshfield.  
 Development Congress held during session of the Oregon legislature.  
 Commissions appointed by governor of Oregon to draft general port commission act, and district-aid railroad amendment to constitution.  
 Governor Chamberlain sends special message to the legislature.  
 Oregon legislature enacts port commission act and railroad amendment to be submitted to vote of the people.  
 Governor Chamberlain names highway commission of seven members.  
 Next Development Congress to be held at Ontario March 26-27. Next at La Grande and next at Burns.

### DEVELOPMENT PROGRAM IN IDAHO.

February 26-27, Development Congress held at Boise with legislature.  
 Ways and means committee reports favorably on Idaho constitution.  
 Congress endorses report and appoints commission to draft district-aid railroad law to be introduced in Idaho legislature.  
 Governor Brady addresses special message to legislature.  
 Idaho legislature enacts district-aid railroad law and Governor Brady approves same.  
 Next Development Congress to be held at Caldwell.

## BOISE CONGRESS FOR DISTRICT RAILROADS

**A Little Journey to Boise.**  
 The Oregon-Idaho Development Convention met in its fifth convention at Boise, February 26. This is to be followed by similar conventions at Ontario, La Grande and Burns the next three months. Like the one held at Salem in January, the session at Boise was held during the session of the legislature, many of the members attending. Delegates were present from as far away as Coos Bay to the west and Idaho Falls to the east. It was a surprise to learn that Idaho Falls, 300 miles from Boise, ships out 2400 carloads of freight a year. It seemed almost incredible that Boise men are interested in townships, banks and business enterprises on Coos Bay. The fight to put the whole commercial, political, legislative and executive power back of the fight for a railroad from Boise across Central Oregon to Coos Bay is now on in both states, and the men behind the guns know no such word as fail.

The local executive committee of the two-state Development Congress (which is in no way allied with Tom Richardson's Oregon Development League) consisted of Joseph Perreault, chairman; Rellly Atkinson, secretary; Carl Paine, Max Mayfield, G. V. Allen (formerly of Salem), John M. Haines and Edwin Snow. And a livelier bunch we never hope to know. The motto inscribed across the top of their letter-head is: "To Develop Southern Idaho and Central and Southwestern Oregon. To bring the two states into more friendly relations. To unite their commercial interests. To build a railroad from Coos Bay, Oregon, to Boise, Idaho, with the aid of the credit of the legal subdivisions of the two states." To make this possible an amendment to the constitution of Oregon was put through the legislature, that is becoming the live political issue in this state. The biggest capitalists, manufacturers, merchants and representatives of the Chamber of Commerce of Portland are backing the fight. Among them are: Wm. McMaster, president of the chamber; W. B. Ayer, the lumber king; Herman Wittenberg, the president of the Manufacturers' Association; A. H. Devers, wholesaler; J. N. Teal, of the Teal Transportation Company; Henry Hahn, jobber; C. F. Adams, president of the Portland Gas Co.; Ed Ehrman, of Mason, Ehrman & Co. grocers; J. A. Keating, Lumberman's Bank; F. S. Stanley, Deschutes Irrigation Co.; A. M. Drake, C. W. Houston and many others. In Idaho an able legal committee reported that there was nothing in the constitution to prohibit legislative action to enable railroad districts to be created to extend aid. A law was immediately ordered drafted along the lines of irrigation districts, drainage districts, port districts, school districts and road districts, empowered to lend credit, to levy taxes, to float bonds to aid in railroad construction. The subject was threshed out for two days by some of the ablest men of the two states and the sentiment seems to be unanimous for the bill in Idaho.

A large mass meeting was held in the Pinney opera house, a magnificent structure, finished in marble and seating 1500 people, costing \$100,000. It is a monument to the enterprise of a worthy pioneer, who fought the Rogue River Indians in 1851, was at Portland when Third street was being cleared of stumps, and has been a pioneer of Idaho. He has lived to see the city of Boise grow and appreciate his public spirit. Another pioneer of the early Oregon days, who endured hardships with him, Mr. Toogood, was also at the great mass meeting of over 1000 of the best people of Boise, who were unanimous in expressing the sentiment that the time had arrived when they should do something to help themselves.

Boise, the capital and metropolis of Idaho, is situated as was Des Moines, Ia., in the early '70s, when the now peerless capital city of Iowa, a manufacturing and wholesale city and railroad city, was off on a single spur of the Northwestern railroad, and that a narrow gauge road, built by the farmers. Des Moines reached out with county and municipal subsidies, and state aid through legislation, and got one railroad after another, until now that city is the center of a perfect spiderweb of steam and electric lines. Boise is off on a 20-mile spur from the Oregon Short Line, with an electric system beginning to radiate in the Boise valley, with hopes of a line to Butte, and fighting for a line to Coos Bay.

That Boise will duplicate the history of development that took place at the capital of Iowa, is not unlikely, as the Iowa colony is large and active. Among the volunteer speakers called upon to speak for commercial clubs from the various cities represented it got to be a standing joke to hear man after man get up and announce: "I am also an Iowa man."

Boise is not a cheap, two-bit style of a town. I paid \$6 a day for a room with bath on the first floor of the Idaho hotel, a six-story structure with modern grill room and ebony-paneled dining hall. The elevator moves more than four miles an hour, and there are telephones in the rooms. But this is not good enough for Boise. The Falks are erecting a seven-story, 150x120, fire-proof hotel that is to be a more swell and up-to-date affair. A Willamette valley man would not ask for anything better than the Idaho, accent on the first and last syllables. The management of that leaves little to be wished for.

To show the spirit of the new Boise, the local committee called for autos to take out the delegates—about 150—and show them the army post, state prison and other attractions of the city. There was enough machines to take them all, and 15 besides. I rode in the seat that Harriman occupied when he was at Boise. Boise has the largest hot-water, electric lighted natatorium in the West, the swimming pool about 100 feet by 200 feet, heated by natural

hot water of 170 degrees. This is piped to many residences and public buildings, and constitutes the largest natural heating plant in the world. Fine residences disconnect their furnaces and turn on the hot water. This is not hot air. For washing clothes it saves half the soap, as there is a chemical sapolio in the water. The Boise Commercial Club headquarters are almost as fine as at Portland, and served a lunch at noon with colored waiters. The club entertained the Development Congress, concluding with a smoker, at which two acts by local vaudeville companies were put on in conclusion, and they were the only ladies present. But many of the ladies who attended the congress visited the theatres, while their husbands were at the smokers, and claim they saw stunts never put on at the Commercial Club.

The Boise Commercial Club spends about \$3000 entertaining the members of the legislature. They gave an inaugural ball at the big natatorium, where they laid a floor over the swimming tank, and literally danced on the water. The club gave a reception to the legislators' wives and daughters, who met the ladies of Boise on equal terms, and danced with them. The Boise people and business men seem to think they are under some obligation to the legislature.

Boise has a jobbing trade, at the head of which stands the Falk Mercantile Company, which conducts a modern department store, and a wholesale house that keeps five men on the road. The wholesale district has solid brick buildings, each of which is reached by a railroad track, thus effecting a great saving in handling heavy freight. To show the nerve of Boise, when some Portland houses invaded their territory, Boise jobbers notified Portland to withdraw, or they would put sugar into the Portland market at cut rates. That ended the unfair competition.

### BOISE IS ENTHUSED OVER COOS BAY LINE

Capital of Idaho Willing to Meet the Railway Project More Than Half Way.

(Coos Bay Harbor, March 12.)  
 The great investment of Boise capital and the location of Boise men on Coos Bay has made the proposed Boise-Coos Bay railroad take like wildfire at the capital city of that state.

Boise is without a main line of railroad. She is situated on a spur which was built by local capital after the Harriman road had cut out the city because of the opposition of a few of the moss-encumbered citizens. When Harriman was building the Short Line he told the people of Boise that he would come through the city if they would give a bonus of \$15,000 and furnish a right of way. This is now considered cheap, and if it had not been for the opposition of a few oldtimers the offer would have been accepted. The opposition was not without following and Harriman announced that he had cut out all thought of Boise and would go through Nampa.

Boise got busy at once. In ten days she had raised \$250,000 and tendered it to Harriman as a bonus if he would come through the city with the main line of the road. His reply was a characteristic Harriman

reply: "Use your money beautifying your city; the road will go through Nampa."

It would not be strange if the opposition that arose on the bay at the time when he desired permission to bridge the bay with the Drain-Coos Bay extension, has not been the influence that caused that wizard of the railroad realm to abandon, without ever giving a reason, the line on which he had spent a million.

Letters from private parties at Boise are filed with reports of the attitude of the citizens there toward the road which is proposed to be built by the state and it would not be at all surprising if something definite does not come out of the rumpus. No set of resolutions ever passed by any congress has caused the flurry in the two states as those passed by the Idaho-Oregon Development congress in session in that city.

### Oregon-Idaho Boosters.

(Boise Idaho) Capital News.)  
 The Oregon-Idaho Development congress idea came to Colonel E. Hofer of Salem only a few months ago, together with two or three other gentlemen, set to work to develop the scheme. They have worked hard and insistently without compensation of any kind, paying their own expenses, that they might be of service to the general public.

They have succeeded almost beyond expectation. The first congress was held last summer with a very modest beginning, but each succeeding meeting has grown until the present meeting in Boise which still shows a most encouraging increase in the enthusiasm.

Two purposes were in mind in the organization of the congress, one of them the building of a railway through south central Oregon connecting Idaho with deep water on the Pacific. The necessity of such a railway was so evident and the great business awaiting its arrival so clearly and easily demonstrated, that when the people began to understand the plan it was easy to arouse their enthusiasm.

The best minds of the two states have become interested in the congress and it has been a pleasure to listen to the speeches and the reports made at the meeting here.

Broader and wider scope will be given the vision of those who heard the discussion, a closer and more friendly relation will be developed between the citizens of the two states and a closer bond of union of purpose to make the most of present opportunities will be formed that will benefit every citizen.

### UNITED WIRELESS TELEGRAPH AT SALEM

W. E. Thompson, constructing engineer for the United Wireless Telegraph Co., of Seattle, arrived in the city today, and will proceed to erect a station. He expects to get a three or five-year lease on a suitable location, and erect the apparatus, and install an operator that will connect Salem with the northwestern circuit, direct connection with stations at Portland and Marshfield.

He has just established a station at Olympia on the water front, and secured good results. It will take him two weeks to erect the station. This will put Salem in direct communication with vessels passing up and down the coast.

## RESOLUTIONS FOR COOS BAY HARBOR

### Resolutions Adopted at the Boise Congress.

Resolved, By the Oregon-Idaho Development congress that we heartily approve of the very able report presented by the committee on ways and means, showing conclusively that there is no existing constitutional barrier to the enactment of a law providing for the creation of railroad districts, and further providing through the legislature for the creation of such districts and the enactment of a law by means of which the people of such districts can organize and co-operate to secure the construction of needed railroads.

We recommended that a committee be recommended to draft a bill to carry into effect the Oregon plan of initiating construction of railroads by counties, municipalities and districts and embodying the reservation that all aid extended by the people shall remain vested in them, to the end that all rights shall be preserved.

We recommend that the bill drafted by this community be introduced and passed before both houses of the legislature before its adjournment.

**Improvement of Coos Bay Harbor.**  
 The Oregon-Idaho Development congress heartily approves of the action of the Oregon legislature in creating a general port commission act under which the great harbor on Coos Bay can be further improved and made navigable for the shipping of the world by the enterprise of its own citizens.

This congress further petitions the senators and representatives from the states of the Pacific coast to support unconditionally all appropriations for the improvement of Coos Bay, to the end that it may become one of the world's great deep sea harbors, to which its central location, and being on the through line of the great transcontinental railways that must pass through Idaho and Central Oregon so justly entitles it to a recommendation, situated midway between Puget Sound and Golden Gate, surrounded by inexhaustible coal fields and forests of inexhaustible wealth, that harbor is destined to become the entrepot of the products, the commerce and the populations of the great inland empire.

### Idaho's Nearest Port.

Be it further resolved, That the most direct railroad route to the Pacific seaboard would be the most advantageous to the people of Southern Idaho; that owing to the fact

that Coos Bay, on the Oregon coast is nearer to Southern Idaho than any other harbor on the Western coast; that its harbor is land-locked, adequate in size, and sufficient to accommodate the largest vessels, and that the Coos Bay section is underlain by vast deposits of high grade bituminous coal, and surrounded by forests of inexhaustible wealth, together with its commercially strategic position to command the commerce of the Orient, make it advantageous to the people of Idaho that the western terminus of the proposed railroad be on Coos Bay, and we recommend that our representatives and senators in congress make an earnest effort to secure appropriations to improve the Coos Bay harbor.

**Citizen-Commission to Be Appointed.**  
 The Oregon-Idaho Development congress recommends that the legislative action of the two commonwealths be followed up to secure practical results by the appointment of a commission of prominent citizens by the governor of each state.

The delegates in convention assembled at Boise, Idaho, hereby respectfully request that Governor J. H. Brady, of Idaho, and Governor George E. Chamberlain, of Oregon, each name such a commission of at least seven prominent citizens who are to be authorized to find ways and means to further promote the construction of railroads in pursuit of legislative action that may be had in either or both of these sister states

Lucas County, ss.  
 Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the city of Toledo, county and state aforesaid, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every case of catarrh that cannot be cured by the use of Hall's Catarrh Cure.  
 FRANK J. CHENEY.  
 Sworn to before me and subscribed in my presence this 6th day of December, A. D. 1886.

A. W. Gleason,  
 Notary Public.  
 (Seal)  
 Hall's Catarrh Cure is taken internally, and acts directly on the blood and mucous surfaces of the system. Send for testimonials free.  
 F. J. CHENEY & CO.,  
 Toledo, O.  
 Sold by all druggists, 75c.  
 Take Hall's Family Pills for constipation.

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An interesting program today, including scenes showing Pres. W. H. Taft's inauguration. Good music.