

BOISE BUSY ON RAILWAY

Col. Hofer Stirs Them Up to
Connect With Coos Bay
Line.

BOISE, Ida., Oct. 20.—The right-of-way through the Malheur Canyon, which for 25 years has been held by Harriman and his predecessors, will be contested by the Boise & Coos Bay Railroad on the ground of not holding the pass in good faith. Such was the positive statement made this afternoon by Colonel E. Hofer, president of the Oregon-Idaho Development Congress which convened at the Intermountain fair grounds. With surveys completed in many instances, rights of way secured and issuance of bonds in the sum of \$500,000 for the purpose of improving the harbor at Coos Bay, decided upon, construction of the connecting link of a transcontinental line is assured.

Reports made from the various divisions of the railroad between Boise and Coos Bay show progress all along the line, fully 200 miles of the route being surveyed, while over 100 miles of right-of-way has been secured. The work of securing terminal facilities at each end of the proposed road is well under way. The terminal on the water front of Coos Bay harbor will be secured by co-operation with the Port of Coos Bay commission, which has decided upon the issuance of \$500,000 bonds to improve the harbor and will construct a right-of-way on the water front for four miles.

Funds for Construction.

Colonel E. Hofer, president of the development congress, arrived in the city from Salem, Ore., he at once preparing for the session which convened on the Intermountain fair grounds, with George H. Shellenberger presiding. A letter was read from William Grimes, director of the Coos Bay division, showing that the right-of-way and surveys from Marshfield to Roseburg would be completed within 30 days. A large subsidy is being raised and eastern capitalists are ready to begin the work of construction. The surveys will next be pushed over the Cascades between Roseburg and Burns. The line over the coast range of mountains has been located with a one per cent grade.

The survey from Burns to Ontario is completed through the Malheur canyon nearly to Vale. The right-of-way has been acquired nearly the whole distance and options have been taken on several large ranches to protect the graders when they begin work this fall. The right-of-way through the Malheur canyon which for 25 years has been held by Harriman and his predecessors, will be contested by the Boise & Coos Bay Company on the ground that the Harriman interests have not been holding the pass in good faith. The survey through the Malheur canyon, which was considered by surveyors of the Hill roads now turns out to be a part of the Boise & Coos Bay railroad, which will form the connecting link of another transcontinental railroad that will tap Boise valley.

The committee at Boise informed Colonel Hofer that they were ready to meet the Oregon people at the Idaho line. This railroad has been handled in a very quiet and practical manner through the offices of the development congress and they have already assembled assets worth more than \$1,000,000 and will continue with their work, although eastern capitalists now stand ready to take the project off of their hands. The intention, according to Colonel Hofer, is to continue the work until the construction of a trunk line from Boise to Coos Bay, directly across Central Oregon, has been secured. This will make Boise a great distributing point on a transcontinental line, 200 miles nearer to a deep sea harbor than over any other railroad and 300 miles nearer than by the way of the Golden Gate or Puget Sound.

Colonel Hofer will accompany the Boise delegation to Pocatello; there he will attend the convention of the league of southern Idaho Commercial clubs. While in the city and preceding the meeting of the development congress, Colonel Hofer, together with Senator Borah, was entertained at luncheon in the rooms of the Boise Commercial Club.

PAVE HALF OF NORTH FRONT

(Continued from page 1.)

ed to write the United States Engineering Department at Portland relative to replacing one of the piling of the ferry slip that the dredge Oregon pulled out of position. Capt. Peters promised to have it replaced but later Major Melndoe wrote that all of the government's Coos Bay fund had been depleted and that they did not have any money to replace it.

The advisability of erecting a storage room or shed on one of the city lots to house the street roller, the sprinkler and the new street sweeper were also discussed but no action was taken. The matter was brought up by the C. A. Smith Company presenting a bill for \$28 for storing two of the machines for the last fourteen months. The bill was ordered cut to \$14, the council claiming that had been the price agreed upon when arrangements were made with the company for the ground room.

Other Business.

The paving of Anderson avenue and South Fifth street and building ordinance which were to have come up last evening were postponed a week owing to the absence of Councilmen Powers and Hennessey.

Chas. Bradbury and H. C. Noble were granted permits to erect four houses in South Marshfield.

Hugh McLain was ordered paid \$1,800 on his sewer contract.

BOOSTING AT ROSEBURG.

Tom Richardson Addresses Meeting There.

ROSEBURG, Ore., Oct. 20. — A very enthusiastic booster meeting was held in the Commercial Club rooms here, at which Tom Richardson of the Portland Commercial Club, and ex-Congressman Hermann of this city made speeches. They advised a continuation of the present extensive publicity campaign, and so enthused the officers of the club that they are making arrangements for a speech making tour of the county. Mr. Richardson also advised the people of Roseburg not to let any excuse hinder the immediate building of the proposed Coos Bay and Inland Electric railroad from Coos Bay to Roseburg. This will necessitate the Roseburg people raising about \$25,000 to complete survey and secure their share of the right of way.

Arrangements are being made for a big two days' meeting to be held in Roseburg on January 14 to 15, at which committees are expected to be present from all the cities in Western Oregon and a large delegation from Portland, headed by Tom Richardson and Mr. Wilcox, president of the Portland Commercial club. The Oregon-Idaho Development congress may also be held in this city at that time in conjunction with this meeting.

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