

ROAD TO TAP LEAD DISTRICT

Electric Railway From Rathdrum Will Also Reach Pend d'Oreille Timber Belt.

ANOTHER RUSH IS EXPECTED INTO REGION

Eastern Men Own Valuable Timber Holdings and Want Opportunity to Market It by Connection with Steam Road.

Construction work has been commenced on an electric road from Rathdrum, through Spirit valley, crossing the Great Northern at Newport and proceeding down the Pend d'Oreille river to Magness Mills, by a \$2,000,000 corporation organized by Messrs. Yessley and Hamm of Spokane, who have financed a number of inland electric roads. It is said they are backed by Corbin interests.

The project is being watched with intense interest by mining operators of Proutland and Spokane, who are developing properties in the Metaine district, eastern Washington, which up to this time has been without rail transportation. It is said that with an electric road giving the ore tonnage of this district an outlet to the Northern Pacific and Great Northern, and perhaps to the Canadian Pacific, the Metaine country will be struck with a boom the like of which has not been seen since the Copar d'Alene were opened to rail transportation.

Offer Outlet for Ore.

Articles of incorporation were filed yesterday at Rathdrum, after rights of way and all preparations for construction had been completed. The incorporators are F. A. Blackwell, R. F. Blackwell of Coeur d'Alene, C. P. Lindsey of Spokane and a number of eastern men who were identified with the building of the Coeur d'Alene & Spokane electric line. Bells and equipment have been contracted for and will be delivered as fast as needed to push the road to completion this summer. E. B. Edwards of Portland, who returned yesterday from a visit to Metaine, said: "When this road reaches Magness Mills it will be within 18 miles of Metaine, the heart of the new lead camp. It is proposed to extend the line next year through Metaine and down the Pend d'Oreille river some distance, and probably on to Boundary, where it will connect with the Spokane Falls & Northern, and the Nelson branch of the Canadian Pacific. At least it will be built immediately in connection with the Great Northern and Northern Pacific, and these two lines will give the Metaine camp great opportunities for shipping ore. The surveys show a road with a maximum grade of less than 3 per cent, permitting of the economical handling of ore tonnage.

Timber Awaits Shipment.

The men behind the project have timber holdings of hundreds of millions of feet in the Pend d'Oreille country, and want an outlet for it. Already tens of thousands of telegraph and telephone poles are stacked up along the route awaiting transportation to market. This route is now operating on the Pend d'Oreille river, which is navigable from Newport to Metaine. The business offered exceeds their capacity, and another boat is to be put on at once. Development work in the Metaine mine is being pushed, and hundreds of tons of ore are being secured. The Lead Mine company is driving two long tunnels and arranging to take out ore and build a concentrating plant. The Spokane Lead company is building a concentrator of 10 tons daily capacity to handle the ore from their mines, the Bella May, the Diamond R. and Blue Bucket.

The Mammoth Silver Lead Mining company is driving a joint tunnel with the Morning Lead Mine company at a depth of 300 feet, and each company is drifting from the tunnel on a 20-foot vein of 21 per cent ore. They have a 3-foot vein of 15 per cent ore on the hanging wall of the large vein. The main tunnel is destined to cut, within the next 50 feet, a still larger vein shown on the surface. The Mammoth is seeking ore for shipment.

SUNDAY SCHOOL RALLY ON TUESDAY

There will be a rally of Sunday school workers at the Taylor street Methodist Episcopal church on the afternoon and evening of Tuesday, April 23, 1907. Mrs. J. Woodbridge Barnes, elementary secretary of the International Sunday School association, and Rev. Charles A. Phillips, the Oregon state Sunday school field worker, will both be present. The afternoon session will convene at 2:30 under the auspices of the primary and junior's union. A round table conference on elementary Sunday school work will be the principal feature. Mrs. Barnes will teach the next Sunday's lesson in lieu of the usual meeting of Friday afternoon. At 8 p. m. she will deliver an address to all Sunday school workers. All interested in better Sunday schools are urged to be present at one or both sessions and enjoy a rare treat.

WANTS RAILROADS TO PUBLISH TIME CARDS

Traveler Indignant, but It is All Because of the Tremendous Expense.

The following communication has been received voicing the complaint of a traveler that time cards not published in the Portland daily papers: "Will you kindly advise an inconvenienced public why the railroads in this state do not publish their time cards in the daily press? If they knew the trouble they make for travelers, both local and foreign, they would not delay a day longer in publishing this very necessary information. Is this the result of 'combination,' 'conspiracy' or a desire to get even? "In the state of Washington the time cards are published. Is it possible this state will have to have laws enacted on such matters as this before railroads will recognize the public has any rights? "The railroads refuse to insert their time cards in the daily papers because the cost of advertising is more than they are disposed to pay. If time cards were inserted of all the trains arriving and departing in Portland the expense thereof would be something like \$6,000 a year, and the railroads are so 'close run' that they profess they are unable to meet this expense, possibly because their freight and passenger rates in Oregon are such as not to admit the expenditure of any such sum. "They have hopes of increasing rates in some direction as will afford them extra revenue sufficient in amount to convenience the traveling public in the daily publications of time cards.

Music.

N. Hodgson, formerly at 170 1/2 Second street, now at 497 Morrison street. Pull line sheet music.

STORY OF A LONG AGO BATTLE AND A ONCE FAMOUS BEAUTY



Mary Ingram.

The story published in last Sunday's Journal of a duel in the darkness between Union and Confederate scouts at the battle of Springfield (Missouri) has touched the chords of memory in more than one Portlander. Mrs. Graham of Metaville wrote that the Union scout referred to, Mr. Briggs, was her father. Another who knew these stormy days, J. C. Cooper of McMinnville, writes as follows: Editor Journal—The story of Mrs. Graham in yesterday's paper reminded me of the battle of Springfield. I was there to hunt up the Sunday Journal and read the "scout duel" referred to, which causes me vividly to remember that "I was there or thereabouts."

From our boys whom they found did not need them any more, Marmaduke having made the raid to capture supplies. So it may be that there was more than one bootleg and finger tragedy, or it may be that memory for some of us in the span of years has combined two incidents into one. But there is more to my story.

On the Wall of Mrs. M. G.

Thirty-three years after the battle I wandered over the ground, now covered with beautiful residences and shady trees. When about the right place, as I thought, I inquired of a woman where fort No. 4 used to be. "There has never been any fort in this locality," she replied. "I guess you must be mistaken. I have lived here for 10 or 15 years and I never heard of one."

On the Wall of Mrs. M. G.

The weather bureau has issued its monthly report touching upon weather conditions during the month of May. From conditions in the past it is fair to presume that the month will be favored with some fine weather, because the mean normal temperature during the past 55 years has been 57.5 degrees. The coldest May was that of 1899, with an average of 52.4 degrees, while the hottest May was that of 1887 with 59 degrees on the 25th. That was a scorching, unremembered May by some of the old citizens. The coldest May day in the history of the city was in 1894 on the 9th, when the thermometer dropped to 22 degrees, or the freezing point as this before railroads will recognize the public has any rights? "The railroads refuse to insert their time cards in the daily papers because the cost of advertising is more than they are disposed to pay. If time cards were inserted of all the trains arriving and departing in Portland the expense thereof would be something like \$6,000 a year, and the railroads are so 'close run' that they profess they are unable to meet this expense, possibly because their freight and passenger rates in Oregon are such as not to admit the expenditure of any such sum. "They have hopes of increasing rates in some direction as will afford them extra revenue sufficient in amount to convenience the traveling public in the daily publications of time cards.

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SIGNING UP FOR EXCURSION

Business Men Are Rapidly Securing Accommodations on Special Train.

Reservations have now been made by 85 men of the total of 75 who may go on the Portland business men's excursion to eastern Oregon and Idaho. The list includes many of the prominent business men of the city. Another meeting will be held next Tuesday at 11:45 o'clock in the Commercial club parlors, to make further reservations and it is announced that those who would go should send in their names by that time. The trip will consume six days. The special train will carry 75 men and equipment for their entertainment and accommodation, and will cost approximately \$2,000. Arrangements have been made so that the proportionate share to be paid by each excursionist is between \$50 and \$80. The complete itinerary will be printed next Wednesday and the train will leave Portland Monday, May 6, at 1:30 p. m.

Stops will be made at 23 Oregon cities, and five points in Idaho. Up to last evening reservations had been made by the following business men: W. E. Moore, F. E. Manchester, H. S. Tuthill, G. M. Brown, William McMurtry, Jay Smith, T. N. Stoppenbach, Charles L. Mastick, C. D. Brunn, R. B. Carey, Herman Wittenberg, Otto Mangold, C. S. Jackson, D. H. Smith, Julius Durckheimer, Otto Ereyman, J. W. Vogan, Dr. J. W. Morrow, Dr. C. W. Cornelius, F. S. Stanley, George W. Hoyt, E. W. Isherwood, N. A. Parry, C. H. English, E. M. Brannick, L. A. Brown, L. Therkelsen, E. C. Johnson, A. H. Potter, Hon. C. W. Fulton, Leslie Butler, L. Q. Sweland, J. M. Letter, C. H. Jackson, W. A. Williams, S. C. Pier, A. A. Morse, Judge T. O. Halley, W. E. Coman, J. L. Hartman, D. N. Mossabohn, G. M. McDowell, J. P. Rasmussen, F. E. Beach, F. A. Nitchy, Samuel Connell, Tom Richardson, A. C. Callan, I. N. Fleischner, J. C. Roberts, L. A. Coddington, F. G. Buffum, George Lawrence, T. T. Burkhardt, Mark Levy, H. W. Harris, W. H. Damm Jr., T. W. B. London, Fletcher Linn, J. H. O'Neill, Leslie Scott, John M. Scott, J. B. Freeman, A. H. Eilers, H. M. Calk, Adolph A. Dekum, Thomas C. Watts.

SACRED CONCERT AT SUNNYSIDE TONIGHT

Congregational Church to Be Scene of Rendition of Religious Music.

A sacred concert will be given at the Sunnyside Congregational church this evening. The program is as follows: Organ prelude, War March of Priests from Rinald (Wagner), Otto H. Bauman; anthem, "O Day of Rest and Gladness" (Parke), choral society; solo, "Crowning the Bar" (Tennyson), J. G. Klipack; solo, "Abide with Me" (Liddle), Mrs. F. L. Olsen; anthem, "Come Unto Me" (Parke), choral society; solo, "A Dream of Paradise" (Gray), U. S. Ackles; organ, Prayer from Lohengrin, Otto H. Bauman; anthem, "Calm on the Listening Ear of Night" (Parke), choral society; solo, "The Lord Is My Shepherd" (Liddle), Mrs. H. Stone; tenor solo, "The New Born King" (Espoir), U. S. Ackles; quartet, "Evening Hour" (Ercell), Mrs. H. Stone, Mrs. Sobatz, C. E. Willison and H. V. Mills; solo, "Fear Ye Not, O Israel" (Liddle), Mrs. F. L. Olsen; anthem, "We Praise Thee, O God" (Parke), choral society.

La Grande Encampment.

The Odd Fellows' grand encampment will take place at La Grande, Wednesday, May 23. A special train will leave Portland for La Grande the night of Monday, May 20.

Theodore S. Wilkinson, a resident of New Orleans, and prominently identified with the sugar interests of Louisiana, has practically announced his candidacy for the next governorship of Louisiana on the Democratic ticket. It is said to be the first time since reconstruction days that a planter and a Democrat has presented himself before the people of the state for first position in political honors in Louisiana.

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