

# CLEARWATER RAILWAY WAR IS ON ONCE MORE

## Stretch by Stretch Hill Seems Piecing Out Long Dreamed of Line to Bisect New Empire and Straighten Route to Coast—What Harriman Is Doing Meanwhile.

(Special Dispatch to the Journal.)  
Lewisville, Ida., April 8.—Announcement having been made that the trip of the excursion train conveying the Portland business men to Lewisville on May 1 will inaugurate a regular service on the new Lewisville-Riparia road, opposition is again being heard as to the plan under which the O. R. & N. and the Northern Pacific are to handle their joint road. It is very apparent that the situation is not being solved without embarrassment, and railroad men consider it one of the most vexatious and important problems that has ever arisen for solution by rival lines in the northwest.

The Northern Pacific and the O. R. & N. have built, under the joint construction arrangement, the Lewisville-Riparia road and the Culdesac-Grangeville line, the latter serving the great Nez Perce and Camas Prairie region to the east of Lewisville.

The former line is now practically completed. Work on the last span of the Clearwater bridge giving entrance into Lewisville has commenced. The latter line has been graded, and trains are running regularly as far as Lawyer's canyon, and as soon as the big bridge there is completed the entire line within a short time, by midsummer at the outside.

**Can Build, but Not Use Together.**  
The construction of these lines has cost \$1,000,000, but the invested companies have not been able to agree upon a plan for handling their traffic. This situation appears to be fastening upon the agreement that has since been distasteful to each, but with neither having the power to withdraw it appears to be a case of two men shaking hands, apparently with warmth and good feeling, while with their feet planted on a hot and burning surface.

It appears quite logical as a final settlement of what a few years ago was known as the Clearwater war, that each should attract national attention through the magnitude of the operations involved. The joint construction arrangement was intended as a means for ending this war. A review of past issues between Hill and Harriman in this field will probably make more clear the knotty problem that is being faced in agreeing upon a plan of handling the new joint lines.

**Story of Clearwater War.**  
Originally the Lewisville country was entirely under the control of the Harriman interests, through the operation of the O. R. & N. boats on the Snake river. Then came the Pullman empire of Spokane, and it finally reached Juliaetta, 21 miles north of Lewisville. Here it was stopped by the Pullman empire of the Lewisville region. It remained there a year or so, because it was unprofitable to the O. R. & N. to threaten some form of retaliation. Finally, however, the Northern Pacific rushed men on the ground and the line was brought into Lewisville.

This started the Clearwater railroad war. The O. R. & N. quickly surveyed the Lewisville-Riparia road and placed it under contract. It surveyed and acquired a right of way for a branch line from Lewisville to Grangeville, 101 miles from Lewisville. The Pullman empire in the Middle Fork of the Clearwater, while also acquiring right of way there, and the announcement was made that it would build a connection with the Burlington road, then friendly to the Harriman interests, at Billings, Montana.

While the O. R. & N. was thus engaged, the Northern Pacific had surveyed and was building the road from Lewisville to Stiles, the line to Culdesac, placed surveyors in the Clearwater mountains and ran a line to a connection with its road at Missoula. President Mellen, in an interview given out at Lewisville, said he would also build from Lewisville to Portland. Then came a dispatch over the wires from the New York stock market that Wall street financiers had stopped the Clearwater construction—that is, in the water-gate stake. In a day all the work was stopped, but the Northern Pacific in the meantime had completed its Clearwater and Culdesac branches. The O. R. & N. had but partly graded its Lewisville-Riparia line.

**Ends in "Gentlemen's Agreement."**  
Five long years then elapsed, with periodical incursions of railroad engineers. Each road was watching the other and after sparring for a period there would be an order of withdrawal. The competition grew fiercer, commerce of the country was crying for railroad trains—big railroad trains—and it was crying for the water-gate route to Portland, the logical commercial center of all the great Columbia basin country. Two years ago a special train, a crew of surveyors into Culdesac. Two days later two crews of O. R. & N. surveyors reached Lewisville from the north. The fight was again on and both roads were moving with definiteness and earnestness. Then New York came

into action again. The press dispatches announced that the Clearwater war had been finally adjusted on a joint construction basis and that this plan was reached at a conference between Harriman, representing the Union Pacific interests, and Daniel Lamont, now deceased, representing the Hill interests. It was a "gentlemen's agreement," but it proved to be binding. It simply provided for the joint construction of the Lewisville-Riparia road and the joint construction of the line to serve the prairie region to the east. The details were left to be worked out by those in authority lower down, and it is these details that have resulted in the interesting situation now so troublesome.

**War Beneath the Peace.**  
The O. R. & N. has paid one-half the construction cost of the prairie branch and the Northern Pacific has paid one-half the cost of the Riparia road. There is no doubt about that. There is also no doubt that both roads have joined in the purchase of the mile of ground acquired for joint terminals in Lewisville. But further than this there has been no harmony and apparently there are none now in progress. Harriman refused to sell Hill a half interest in the O. R. & N. line from Riparia to Wallula, allowing Hill to get the benefit of the joint Lewisville-Riparia road.

Louis Hill then made a special trip west, inspected the O. R. & N. road below Riparia, made a big offer for a half interest, and still Harriman refused. When Hill was forced then to build up the Snake river from Pasco to Riparia, Harriman took him into court to prevent him from connecting with the Lewisville-Riparia road in a logical way. When it was later decided that the joint construction could be made, the Clearwater railroad bridge by delivering the steel to Lewisville, Hill placed a prohibitory rate of local rate of 30 cents per 100 for hauling the steel over his road from Moscow, a distance of 100 miles. This rate was clearly shown that aside from the specific terms of the Harriman-Lamont conference agreement the roads have been and are quarreling.

**Some of the Problems.**  
Now here are some of the matters to be solved:  
How will the O. R. & N. reach Culdesac from Lewisville in order to get the use of the joint Culdesac-Grangeville line? Will it acquire a half interest in the Lewisville-Culdesac section of the Northern Pacific road, or will it pay toll? Will the O. R. & N. have the use of the Clearwater and Palouse branches of the Northern Pacific out of Lewisville, or will the territory served by these lines still remain exclusively Northern Pacific business? Will the O. R. & N. be privileged to tie its Moscow branch to the Northern Pacific at Moscow so that it can route the grain traffic from that territory through the Lewisville gateway?

Vice-President Levy made a public statement to the city council here that, upon the completion of the joint line, the Northern Pacific expected to route its train business this way from a point perhaps as far north as Marshall Junction. Will the O. R. & N. have the same privilege? If so, what plan—by purchase, lease or traffic arrangement? All of these things comprise one of the big problems that are being persistent inquiry fails to penetrate.

**"Clearwater Out-let" Is Hill's.**  
There had been talk of a holding company, which would acquire all the lines affected by the joint agreement in this territory. Now there is talk that the Northern Pacific insists upon handling the roads. It seems that matters have progressed too far for a break, especially in view of the state of the money market, which would not perhaps tolerate an extensive independent building; still there is much to indicate that larger matters are involved than the simple handling of the joint roads. Attention is called to the fact that Hill has finally built the road along the Columbia out of Portland; will soon finish the line connecting this road with the joint road at Riparia; he owns a half interest in the latter road, which brings him to Lewisville; from Lewisville his Clearwater line carries him to Koonkia, and there now remains only the link of 115 miles through the Clearwater mountains to Missoula, giving him in reality his pet scheme of a Missoula-Lewisville-Portland cut-off.

**The Blunder of the Northern Pacific.**  
Four years ago in a speech made at Portland before the chamber of commerce there, Mr. Hill said that when the deposit head gathering in interest was made that it did not take the Clearwater route and follow the water grade into Portland. If it was a mistake then, the mistake will still remain until the logical road is a reality. A study of his work seems to clearly show he is rapidly working out this reality. Perhaps this is what Harriman realized, and is why he again placed surveyors on the middle fork of the Clearwater last summer and started them for Montana, they working until driven out by



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## HATED TO BOTHER FRIENDS SO DUG GOLD OUT OF STRONG BOX

J. Williams, arrested by the custom-house inspectors on a charge of smuggling opium and who was before United States Commissioner Sladen yesterday, has now made up his mind to go to the next federal grand jury, is the slowest talking, easiest-going defendant the government authorities of Portland have had to deal with in years. Williams' bail was fixed at \$1,000. After the amount of bail had been decided Assistant United States District Attorney Walter Evans asked Williams if he knew any one who would put up the money. Williams thought the question over a long time. "I hate to bother my friends," he said slowly.

## WON'T YOU PLEASE TAKE HIS MONEY?

There is one man in Portland who has more money than he knows what to do with. He is City Treasurer Werlein and because of the fact that the charter has made certain provisions in placing the city deposits in the hands of the city treasurer, his hands which he cannot legally deposit, he has always succeeded. Werlein can deposit the money in a local bank and get security equal to the amount of the deposit besides gathering an interest at the rate of two per cent. He is anxious to break the rule set down by the city charter, and place the money in the bank rather than leave it lying idle in a safety deposit vault. The charter provides that the banks shall make application for city deposits on or before the first Monday in April. As a matter of fact the banks do not make application for the money at any time because they can do better with their securities than by tying them up in this manner. City Treasurer Werlein has always succeeded, however, in securing the aid of the banks in taking over the large amounts handled by the city and a short time ago reported the various depositaries of the city. Since that time, however, additional money has been coming in and can take the money under the city charter.

## CITY TREASURER WERLEIN, LIKE BREWSTER, IS TRYING TO GET RID OF IT.

Werlein appealed to City Attorney Kavanaugh for an opinion on the matter and was informed that he could not go outside the city limits to get the deposit of city money. The council also refused to give the treasurer permission to make the deposit yesterday and the money will lie useless until needed by the city.

## HE, SHE AND THE ANSWER

Madam—Most worthy of estimation, after long consideration, and serious meditation of the great reputation, you have in this nation, I have a strong inclination to become your relation, and to give demonstration of my appreciation. I am now making my preparation to remove my habitation to a more convenient situation, to pay you adoration by a more frequent visitation for the sake of conversation by which I may obtain commiseration. If this kind of oblation is but worthy your observation, it will be an obligation beyond all moderation, to yours for ever without dissimulation.

## EUGENE IS LAYING PAVING BY THE MILE

(Special Dispatch to the Journal.)  
Eugene, Or., April 9.—The work of laying the bitulithic pavement on Eugene's streets has again commenced and the contracts now held by the Warren construction company will be rushed to completion. The company now has 24 blocks under contract, and petitions for many more blocks are now being circulated and will be presented to the city council soon. It is expected that before the summer is over upward of 50 blocks will have been paved or contracted for. The pavement is being extended far into the residence districts, the longest stretch being on East Eleventh street from the business section of the city 11 blocks to the University of Oregon.

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