

### HURRYING STEEL TO SALMON CITY

#### Pittsburg & Glimore Crews Lay Two Miles of Track Daily.

(Special Dispatch to The Journal.)  
Salmon City, Idaho, Feb. 12.—The track laying machines on the Pittsburg & Glimore railroad has left the town of Leadore and is down the Lemhi valley toward Salmon City, laying an average of two miles of track per day. This rate of speed will be maintained until it comes within 15 miles of the city, after which its progress will be somewhat slower. But it will reach Port Lemhi the latter part of February, and allowing for all probable delay, the steel will be spiked into Salmon City not later than the first of April.

#### Comprehensive System Planned.

The program appears to be to build a completed system of railroad lines and feeders, about as follows: A road from Boise to Emato, connecting there for all Montana points, as well as for the Twin Cities, Duluth, Winnipeg and Chicago. It will traverse Custer and Lemhi counties, and make Salmon City a chief division point. There will be built a railroad from some place on the Northern Pacific in Montana via the Beaverhead river crossing into Idaho at the Lemhi valley, thence to Salmon City and on down the Salmon and Snake rivers to Lewiston, thence to Puget sound. A branch line will tap the famous lead-silver-copper district of Glimore, Spring Mountain and Birch creek. Another will ascend Big creek in Lemhi county to serve the copper mines of the Blackbird district. Another will be built to Dixie, Elk City and Camas Prairie and the suggestion is plausible that the Pacific & Idaho Northern will be extended to the Salmon river.

#### Men Busy All Winter.

The past winter has been a record-breaker in severity, yet notwithstanding the hindrances from cold and snow the Pittsburg & Glimore company has had about 1800 men at work, and the organized army of this enterprising company has not lost a day by reason of the weather. The cause of all at Salmon City is a mystery to all at Salmon, where the most plausible explanation is that the Pittsburg & Glimore is determined to beat the Short Line in to the upper stretches of the Salmon river in Custer county, where a prodigious tonnage awaits the invading railroad.

### OPEN CLUBHOUSE FOR RAILROAD MEN

(Special Dispatch to The Journal.)  
The Glenns Ferry, Idaho, Feb. 12.—The railway club house, formally opened. Mr. Bancroft, general manager, J. P. Dunn, superintendent of motive power, Mr. Brown, superintendent of car service, and several other officials were here from Salt Lake and delivered addresses. A large number of employees with their families and friends gathered to celebrate the event. The building supplies a long felt want here and is greatly appreciated by the employees. It contains the furnace room and kitchen, toilets and shower room and tub baths and commodious store rooms. On the first floor are the billiard room, barber shop, lounge, reading room, office and parcel room. The second floor is divided into bed rooms and has accommodations for 80 people. It is for the exclusive use of Short Line employees and will be conducted in a first-class manner.

### DOUBLE TRACK GRADE FINISHED AT KELSEO

(Special Dispatch to The Journal.)  
Kelso, Wash., Feb. 12.—Grading for the double track of the Northern Pacific is rapidly approaching Kelso on the south. Craven, who has the contract, have their steam shovels at work filling dump wagons with dirt from the railway company's land west of the track. The fill on the west side is completed and the work on the east side is almost completed. For over a mile below the old Wallace residence a new track has been laid. The new double track will be fully five feet higher than the present grade, or high enough to be in no danger from damage by June freshets.

#### Shade Trees for Courtyard.

(Special Dispatch to The Journal.)  
Colville, Wash., Feb. 12.—F. B. Geeter, Mrs. H. G. Kirkpatrick and Mrs. Gilbert B. Ide, representing the Colville Improvement club, have secured the cooperation of the county commissioners in a plan of planting shade trees and ornamental shrubbery about the courthouse square.

### WET 15,000 ACRES IN OWYHEE COUNTY

#### Eastern Capital Takes Up New Projects Along Upper Snake River.

(Special Dispatch to The Journal.)  
Boise, Idaho, Feb. 12.—Applications for a site for a reservoir and for right-of-way for canals to be constructed on an irrigation project in Owyhee county containing 15,000 acres, has been filed in the United States land office by Judge J. H. Hawthorne, of St. Paul, Minn., who is associated with Washington and Oregon capitalists. The promoters will apply for a segregation under the Carey act.

#### Eastern Capital Planned.

Mr. Jayne made the first move on the part of eastern capitalists to carry out a plan to construct power plants and irrigate about 200,000 acres of land in Elmore county. This tract, which is understood, include a large part of the land in the Great Western Beet Sugar company's segregation. It is located between the Snake river on the south, the Oregon Short Line on the north, Medbury on the east and Sunny-side on the west. The application also covered the site of a big reservoir as covered the construction of the 90 foot well as the construction of the 90 foot dam.

The Hawthorne application covering the 15,000 acres of land in Owyhee county will bring that project into close communication with the Jarbridge county. Another project for this county will be installed by W. M. Pratt, formerly of Rigby, but now of Utah. There are approximately 5000 acres in the tract which is located in southern Owyhee county. The state land board has placed the price at \$40 per acre.

### WILL ISSUE \$250,000 BONDS TO BUILD ROADS

(Special Dispatch to The Journal.)  
Aberdeen, Wash., Feb. 12.—After the presentation of a memorial from the Aberdeen chamber of commerce and arguments by a large delegation from the cities interested the county commissioners have unanimously decided to issue bonds to the amount of \$250,000 to build three proposed highways, one to the Quinalt country, one to Westport and another from the Elma to the Thurston county line. These roads will open the agricultural country, considerable land has been settled. The road to Westport will give an automobile and wagon road to South Pacific beach. This will be the most expensive road to build as it involves the construction of a bridge.

### DOUBLE TRACKING PROGRESSES RAPIDLY

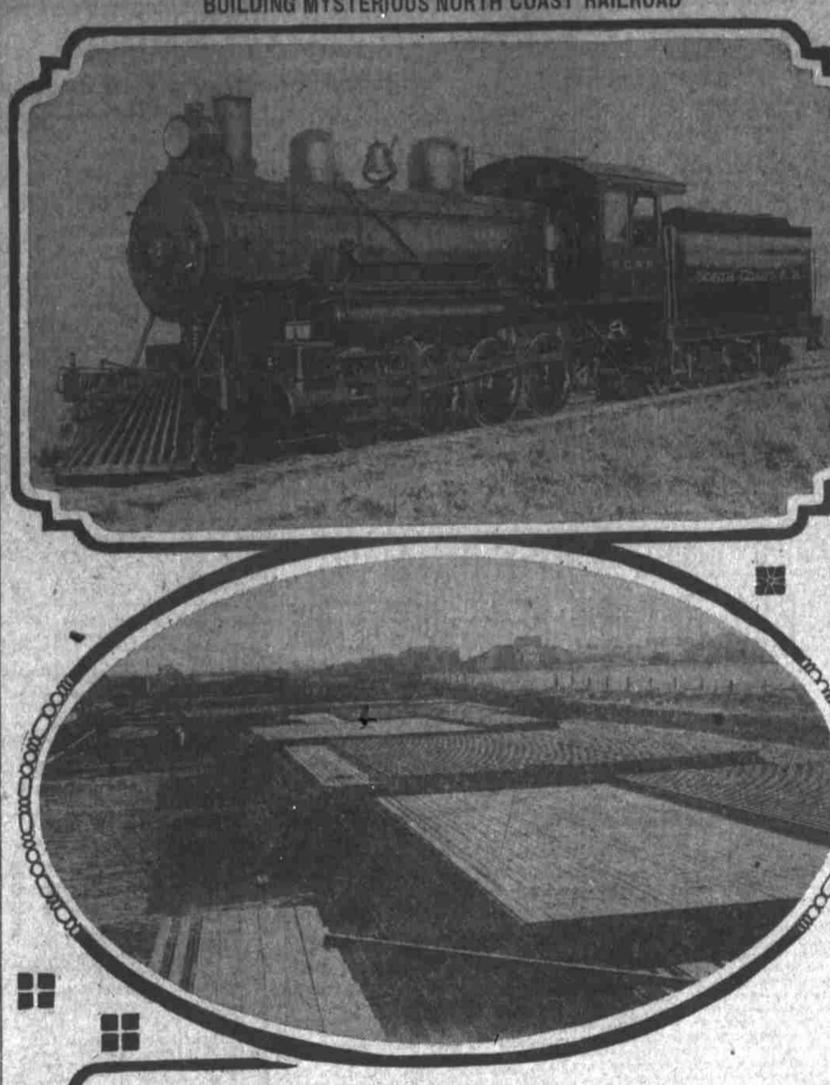
(Special Dispatch to The Journal.)  
Chehalis, Wash., Feb. 12.—Work of double tracking the Northern Pacific Great Northern and Oregon & Washington's jointly controlled track between Chehalis and Kalama is going rapidly on. Only one piece of right of way remains to be secured and the changes have all been decided. The Napavine hill to be cut down and the minimum grade there established is to be slightly under 1 per cent. This is the greatest grade on the entire line between Portland and Tacoma. More double track work is to be put on the completion of this work will not be until late in the fall, according to local railroad men.

### TOPPENISH PLANS MANY IMPROVEMENTS

(Special Dispatch to The Journal.)  
Toppenish, Wash., Feb. 12.—Improvements under way or contemplated will place Toppenish in the front rank among the smaller cities of the state. The town is installing a modern water system, and the council will soon take up the paving of Toppenish avenue. The city has an electric lighting system and maintains a fire department. The Northern Pacific will soon erect a new station costing \$50,000. Dr. Johnson is enlarging his hospital and North Yakima men are arranging to establish a creamery this spring. Mr. King has started work on his three story concrete block.

#### Concrete Block at Coquille.

(Special Dispatch to The Journal.)  
Coquille, Or., Feb. 12.—Coquille is to have a very modern brick building in the very near future. E. C. Barker & Co. and Dr. James Richmond will erect a brick and stone structure two stories in height, fronting on E. street. The building will have a concrete foundation. The lower floor will be occupied by two store rooms, one of which will be occupied by the Barker jewelry company. The upper floor will be fitted up as office rooms.



First North Coast locomotive, in use at Kennewick. Seven Million pounds of steel rails in material yards at Kennewick.

### WENATCHEE HOTEL TO COST \$60,000

(Special Dispatch to The Journal.)  
Wenatchee, Wash., Feb. 12.—A \$60,000 hotel is to be erected in the central part of the business section by Walter M. Olive, J. A. Seaman, A. N. Courtney and J. W. Quigg. This will give Wenatchee one of the finest hotels in central Washington. The building is to be of brick and will be three stories, the lower floor for hotel purposes and storerooms. The Eagle Transfer company is preparing to erect a concrete stable at a cost of \$15,000. The Wenatchee department store will commence the erection of a new building at Wenatchee avenue and First street at a cost of \$25,000.

### BANK BUILDING NEARING COMPLETION

(Special Dispatch to The Journal.)  
Coquille, Or., Feb. 12.—The new building of the First National Bank is rapidly nearing completion. The frame and brick work on the building is completed and the interior work is well advanced. The second story of the building is much farther advanced than is the lower floor and will be in the hands of the finishers during the early part of next week. The store room will be ready for occupancy perhaps before the first of March.

### Carrying of Mail Costs More.

(Special Dispatch to The Journal.)  
Seattle, Wash., Feb. 12.—Postmaster Russell has announced that the contract for carrying mails between the depot and the postoffice for the next four years has been awarded to Frederick S. Wiles of 510 Ward street. Wiles will receive nearly \$80,000 under the contract, or about double the amount paid by the postoffice from 1906 to 1910. Wiles will be paid \$19,745 a year, beginning July 1, 1910, and ending June 30, 1914. He has held the contract for the last 12 years.

#### Would Bridge Clearwater.

(Special Dispatch to The Journal.)  
Peck, Idaho, Feb. 12.—A movement is on foot, started by business men of Peck, and the farmers in the Peck section, to build a free wagon bridge across the Clearwater river.

#### Work Up Lumber at Kelso.

(Special Dispatch to The Journal.)  
Kelso, Wash., Feb. 12.—The Western Manufacturing company is planning to install a \$75,000 wood working plant here this spring. About 50 men will be employed.



Robert Strahorn, mysterious power behind North Coast railroad.

### MILWAUKEE ROAD DOWN COLUMBIA

#### New Transcontinental System Plans Feeder Lines in Washington.

(Special Dispatch to The Journal.)  
Kennewick, Wash., Feb. 12.—Transfer of all the lands and property of the Priest Rapids Railroad company in Yakima and Benton counties to the Chicago, Milwaukee & Puget Sound Railway company puts Kennewick on the map as the terminal of the first feeder of the Milwaukee system in the state. The deed transferring the property has been filed with the county auditor.

This railroad has been building from West Beverly south to the Hanford district, and it is understood will ultimately be extended to Kennewick and to North Yakima. Some right of way for these extensions has been secured. Little work has been accomplished, further than the grading, but it is anticipated that with the Milwaukee officials backing up the line the plans will be carried through immediately.

Contractors for the Milwaukee were the first to take up this line and formed the corporation that secured the right of way and did the building last year. They then said that the Milwaukee would eventually take over the property. According to the plans of engineers, the railroad is to run along the Columbia river as far as Kennewick, connecting with the Northern Pacific and North Coast there and another line will be run from Saddle mountain, south-west to North Yakima, entering the valley through the Moore coulee. The army is experimenting in transmitting bugle calls long distances with megaphones.

### NEW YORK MONEY COMES TO IDAHO

#### Sale of Clarkston Company's Holdings for \$2,000,000 Reported.

(Special Dispatch to The Journal.)  
Lewiston, Idaho, Feb. 12.—That a deal has been closed by which the holdings of the Lewiston-Clarkston bridge across the Snake river, the Lewiston-Clarkston electric light and power plants, together with the irrigation system and waterworks and nearly 4000 acres of land, the major portion of which is under the company's two irrigation canals, passed to a New York syndicate seems to be a fact. The syndicate is given this rumor by the fact that two sets of incorporation papers, drawn by the company's local attorney, have been forwarded within the last two weeks to E. H. Libby, former president of the Lewiston-Clarkston company, who has been in the east since January. The first papers were sent back, it is asserted, because the name chosen for the new concern—the Clarkston Land company—was not satisfactory, but the second set, in which the name was changed to the Lewiston-Clarkston Improvement company, is said to have been accepted. Mr. Libby, who, besides Charles Francis Adams of Boston, president of the company, is said to be the heaviest stockholder, has been endeavoring for several months to dispose of his share. Last November, however, he secured a several months' option on a controlling interest, and opened negotiations with New York capitalists reported to have bought the company, and G. L. Clark, an agent, was sent to investigate. After a thorough inspection of the various enterprises connected with the concern, including a trip to the developed power sites on the Grande Ronde river, he returned to New York and was followed almost immediately by Mr. Libby.

#### Want Motor Car Service.

(Special Dispatch to The Journal.)  
Eugene, Or., Feb. 12.—Citizens of Springfield are petitioning the authorities of the Southern Pacific company to put a gasoline passenger car on to make regular trips from Springfield to Eugene and side trips to Natron and Colburn.

#### Makes Profit on Farm.

Huntsville, Wash., Feb. 12.—200 acres north of Huntsville owned by Lorenzo Hamner, has been sold to Ernest Scimel and John Bilze for \$14,000. Mr. Hamner bought the land a year ago for \$12,000.

#### Piles Cured in 5 to 10 Days.

Pain treatment is guaranteed to cure any case of itching, blind, bleeding or protruding Piles in 5 to 10 days, or money refunded.

### BUILD NEW LINE NORTH OF TENINO

#### Northern Pacific Plans to Enter Tacoma Through Point Defiance Tunnel.

Tacoma, Wash., Feb. 12.—Work on the construction of the Point Defiance line of the Northern Pacific will be started in the near future. There now remain but 1600 feet of the 4 1/2 miles of right of way to be secured. The condemnation case against Tallow is to secure this narrow strip is the first case on the docket for the February term of the federal court.

This project when completed will mean the practical abandonment of the old main line between Tenino and Tacoma. Trains from Portland will leave the present route at Tenino and following the west side of the peninsula reach the city via route along the Narrows, crossing Point Defiance through a tunnel south of the smelter. This tunnel will be nearly 900 feet long, entailing one of the biggest features of the cost of the new line.

The Point Defiance line, as it is called, is two miles longer than the present route, but the grade to be secured more than compensates for the extra distance. The crossing at Pacific avenue, a constant menace to traffic, will be done away with. The construction of this additional 4 1/2 miles by the Northern Pacific will furnish employment to a large number of men who will make Tacoma their headquarters.

As there are many industries along the old line between Tacoma and Tenino the Northern Pacific will probably maintain a good service to take care of the local business, while the main line trains will operate in Tacoma over the new route.

### PILES CURED AT HOME BY NEW ABSORPTION METHOD

If you suffer from bleeding, itching, blind or protruding Piles, send me your address and I will tell you how to cure yourself at home by the new absorption treatment; and will also send some of this home treatment free for trial, with references from your own locality if required. Immediate relief and permanent cure assured. Send no money, but tell others of this offer. Write today to Mrs. M. Summers, Box P, Hot Springs, Ark.

Have you a weak throat? If so, you cannot be too careful. You cannot begin treatment too early. Each cold makes you more liable to another, and the last is always the hardest to cure. If you will take Chamberlain's Cough Remedy at the outset you will be saved much trouble.

### PORTLAND MEN BUY BIG EXCELSIOR PLANT

(Special Dispatch to The Journal.)  
Kelso, Wash., Feb. 12.—The Western Manufacturing company has sold its excelsior plant here to the Portland Manufacturing company of St. Johns, Or. The deal includes over 500 cords of halm and cottonwood, the consideration being \$40,000. The Western Manufacturing company opened its excelsior plant about a year ago. Last summer a woodworking plant was added for the manufacture of box shooks, lath and all kinds of finishing lumber, and it is this branch of business which the company proposes to pursue with vigor henceforth.

#### Buys Auto Fire Engine.

(Special Dispatch to The Journal.)  
Lewiston, Idaho, Feb. 12.—The new auto chemical fire engine is expected in the city within a few days, according to Fire Chief Charles Ferris. In his monthly report for January he included the cost of the machine, \$8575.

German inventors have turned out what they term an auto yacht, a four-wheeled vehicle to be propelled over smooth roads by sails.

### No Man is Stronger Than His Stomach

A strong man is strong all over. No man can be strong who is suffering from weak stomach with its consequent indigestion, or from some other disease of the stomach and its associated organs, which impair digestion and nutrition. For when the stomach is weak or diseased there is a loss of the nutrition contained in food, which is the source of all physical strength. When a man "doesn't feel just right," when he doesn't sleep well, has an uncomfortable feeling in the stomach after eating, is languid, nervous, irritable and despondent, he is losing the nutrition needed to make strength.

Such a man should use Dr. Pierce's Golden Medical Discovery. It cures diseases of the stomach and other organs of digestion and nutrition. It enriches the blood, invigorates the liver, strengthens the kidneys, nourishes the nerves, and so gives health and strength to the whole body.

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic medicine of known composition, not even though the urgent dealer may thereby make a little bigger profit. Ingredients printed on wrapper.

### Colonist Rates

TO Oregon and the Great Northwest

The management of the Oregon Railroad & Navigation Co. and Southern Pacific Co. (Oregon Lines) takes great pleasure in announcing that the low rates from eastern cities, which have done so much in past seasons to stimulate travel to and settlement in Oregon, will prevail again this spring DAILY from March 1 to April 15, inclusive.

### People of Oregon

The railroads have done their part; now it's up to you. The colonist rate is the greatest of all homebuilders. Do all you can to let eastern people know about it, and encourage them to come here, where land is cheap and homebuilding easy and attractive.

FARES CAN BE PREPAID at home if desired. Any agent of the roads named is authorized to receive the required deposit and telegraph ticket to any point in the east.

REMEMBER THE RATES—From Chicago \$33, from St. Louis \$32, from Omaha and Kansas City \$25. This reduction is proportionate from all other cities.

WM. McMURRAY, General Passenger Agent, Portland, Or.

### Southern Pacific

### Highest in Honors BAKER'S BREAKFAST COCOA

Has a world-wide reputation for absolute purity, high quality and delicious flavor, attested by 52 Highest Awards at International and Local Expositions in Europe and America.

Walter Baker & Co. Ltd. Established 1780 DORCHESTER, MASS.