

A TRANSCONTINENTAL LINE

NORTHWESTERN WILL BUILD TO THE PACIFIC COAST.

Proposed Railroad From Casper, Wyo., to Eureka Bay has been Financed--Harney Valley on Line.

The following is clipped from a recent issue of the Boise Capital News, which is of more than passing interest to the people of this section, as it is understood that this railroad has a preliminary survey through this valley. If this road is built we are in a direct line between the points desired to reach. The News says:

The Capital News can state authoritatively that the proposed railroad from Casper, Wyo., to Eureka Bay, Calif., has been financed through the Southwestern Trust company of Kansas City, Mo. and work upon the completion of the preliminary survey will be commenced within a fortnight. Word to this effect was received in the city yesterday. The route of the proposed railroad will enter the Bitter Root pass and traverse the several mining districts of Blain, Custer and Elmore counties and give Boise a free through line. It is evident the project is promoted in the interest of the Northwestern, as it will afford a Pacific coast terminus for that road and shorten the distance from Chicago to San Francisco approximately 17 short hours.

One of the objective points of the road will be the immense coal bearing region of the Big Hole country of Wyoming and the Teton basin coal fields of Idaho. The road will also pass through the Yellowstone park. It will tap several important timber belts in addition to a vast territory devoted to the stockraising industry. Its importance to Boise and southern Idaho can hardly be estimated.

From information at hand principals of the proposed road will arrive in Boise about August 15, to formulate plans for the completion of the preliminary survey. The project has been considered in all of its details by the promoters and the very fact that active work is to be started at once is considered an indication that a determination has been reached to build the road with all possible speed. It has been generally known for a long time that the Northwestern has been seeking a Pacific coast terminus. It is stated the road will be built into San Francisco, although the coast terminus will be at Eureka bay, where over \$1,000,000 has been expended in harbor improvements. It is estimated the preliminary survey will require the expenditure of \$40,000, which amount has been set aside for that purpose. E. E. Forsyth will have charge of this work. He is making arrangements to employ a large force in the survey. The road will involve the investment of from \$30,000,000 to 50,000,000 in construction and equipment. As stated, its importance to Boise and the Gem state is beyond computation as it will solve the problem of transportation for the mineral and timber area of southern Idaho and provide a Pacific coast outlet to the products of the state.

GOVERNMENT AID FOR IRRIGATION.

Agent of Reclamation Service Arrives To Investigate Plans in Oregon.

E. T. Perkins of Washington, D. C., representing the reclamation service of the United States Geological Survey, is at the Portland hotel, says the Journal. Mr. Perkins' mission to Oregon has an important bearing upon the irrigation work now being done and on the future work of irrigation in this state. He is in Portland for a conference with officers of the Portland Commercial club, the officers of the National Irrigation association, railway officials, and other prominent citizens interested in the welfare of Oregon. He said: "The reclamation service is bending every effort towards the development of feasible reclamation projects in the state of Oregon. The reclamation service is somewhat hampered by the fact that nearly every project investigated had various claims of private ownership."

Mr. Perkins declared it to be the intention of the reclamation service to aid in every possible manner legitimate private and corporate enterprises, and stated that the

policy of the service, as voiced by C. D. Walcott, director of the U. S. Geological survey; F. H. Newell, chief engineer of the reclamation service, and A. P. Davis, assistant principal engineer, is as follows:

First--The service will not obstruct nor in any way interfere with any legitimate enterprise for the construction of irrigation works by private or corporate capital, but on the contrary will lend every legal encouragement to such construction.

Second--The service will, if possible, however, protect the reservoir sites and other essential portions of a comprehensive project from seizure by speculators to the detriment of irrigation development.

Third--Where withdrawals have been made and investigations begun, and private parties ask the service to stand aside for their benefit, they must be able to show:

(a)--That they are constructors, and not merely speculators. (b)--That the project to be constructed would be a real public benefit and not operate as an obstruction to the development of the irrigation resources, in a comprehensive and economical manner.

Killed by Lightning.

J. H. Grant, a respected farmer of hay stack, was struck by lightning and instantly killed in the presence of his family Monday evening about 7 o'clock. Mr. Grant had been driving with a young man, and upon reaching home the latter got out of the wagon to unhitch the team, when the bolt struck, Mr. Grant remained seated in the rig and was killed outright, the lightning burning his clothing in several places.

No one else was injured, though the stroke was plainly felt by all and the team fell to the ground for a moment. At first it was thought Mr. Grant was uninjured, but a close glance revealed to the young man that his companion was no more, and he managed to get the dead man's children away until his body could be removed.

Mr. Grant was about 50 years of age, and leaves a large family to mourn his loss.--Prineville Review.

Automobile Line Certain For Bend.

Long anticipations of rapid transit communication between Bend, on the Deschutes River, and the end of the Columbia & Southern Railroad seem about to be realized, and that very speedily, says the Telegram. A company has been formed for the purpose of operating an automobile line from Crosskeys to Bend, a mean distance of 75 miles, and has ample capital to insure that the enterprise will be carried to a successful conclusion. Provision will also be made for operating between Crosskeys and Shaniko, or whatever may be the terminus of the railroad when the arrangements are completed for the automobiles.

The organization of the company was formulated last evening at a meeting held in this city, but the parties interested do not wish to make themselves known until articles of incorporation shall have been filed, and it is the intention to have the line in operation for the coming Winter season. Sixty days, or possibly three months, may be necessary to complete all the arrangements.

As the means of determining the practicability of operating automobiles over that section a stretch of sample road five miles long was constructed between Heister and Sagebrush Springs, under the supervision of State Engineer Hammond, and it is the conclusion of that gentleman that a roadway can be kept in the best of condition throughout the year, and almost like a pavement.

Powerful machines will be employed, capable of high speed and developing high horse-power for heavy traffic. But it will not be the aim to operate at such speed as will be either a strain on the mechanism of the machines or endanger safety of passengers or freight, entrusted to the company. Schedules will be fixed on a speed of about 15 miles for passenger cars and eight to ten miles for freight, which would be very satisfactory and reduce the time from the end of the railroad from 14 hours to 5 hours for passengers and from two days to about nine hours for freight, besides regularity of delivery and service, irrespective of weather.

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PROCLAMATION.

Whereas, there was submitted to the electors of the state at the last general election as required by law, an initiative petition for a Local Option Liquor Law;

And, whereas, on the 24th day of June, 1904, the Secretary of State in my presence as Governor of the State of Oregon, did canvass the votes given for said law;

And, whereas, it was ascertained and determined upon such canvass that there were 43316 votes cast for said Local Option Liquor Law, and 40198 votes cast against the same, and that the said law received an affirmative majority of the total number of effective votes cast thereon and entitled to be counted under the provisions of law;

Now, Therefore, I, Geo. E. Chamberlain, as Governor of the State of Oregon, in obedience to Section 9 of an Act entitled "An Act making effective the initiative and referendum provisions of Section 1 of Article IV of the Constitution of the State of Oregon, and regulating elections thereunder and providing penalties for violations of the provisions of this Act," Approved February 24, 1903, do hereby make and issue this proclamation to the people of the state of Oregon, and do announce and declare that the whole number of votes cast in the State of Oregon for said Local Option Liquor Law was 43316 votes, and the whole number of votes cast against said Local Option Liquor Law was 40198 votes, and that said Local Option Liquor Law received an affirmative majority of the total number of votes cast on said measure and entitled to be counted under the provisions of law, and that said Local Option Liquor Law shall be and is in full force and effect as the law of the State of Oregon from the date of this Proclamation.

Done at the Capitol at Salem this 24th day of June, A. D. 1904.

(Signed) GEO. E. CHAMBERLAIN, Governor of Oregon.

By the Governor: (Signed) F. I. DUNBAR, Secretary of State.

Job printing--The Times-Herald

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The bulls can be seen at the "P" Ranch, and persons desiring to purchase should inquire there of F. H. Howell, Assistant to the General Manager, who will furnish information as to prices and will sell the same.

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