

NEW RAILROAD FOR GREATER SALEM

Greater Salem Commercial Club Holds Enthusiastic Meeting

COMMITTEE ON DALLAS-SALEM LINE MAKES AN ENCOURAGING REPORT

A \$2000 STAKE FOR STATE FAIR.

Commercial Club Goes on Record Favoring Municipal Ownership of Electric Light Plant.

If Railroad Proposition Is Accepted the Business Men of Salem Must Meet Terminal Grounds, Right of Way Through West Salem and Must Meet Other Concessions.

A more important meeting was never held in Salem by any body for the best interests of the city, than the special meeting of the Greater Salem Commercial Club last evening, when the proposition submitted by Mr. J. W. Covert, engineer of the Dallas-Falls City railroad, to build a line to Salem, was accepted, and committee appointed to push arrangements. Mr. Covert promised before leaving to begin work before July 15, and to have the line completed and trains running over it by the time the rainy season sets in next fall. Mr. Covert was present in person, having come from Dallas to attend the meeting and state his proposition, that there might be no misunderstanding.

Other important matters to come up were the proposition of offering a guarantee to the State Fair Board to enter another stake of \$2000 for a race to be run at the next State Fair. A committee was appointed to solicit funds.

The club went on record as being in favor of the city owning its own electric lighting plant, and adopted a resolution calling on the city council to consider the project and investigate the cost.

The meeting was presided over by President E. Hofer, and there was a large attendance of business men, who were enthusiastic over the question of building a railroad, and those who spoke in favor of the proposition received liberal applause.

As it now stands, the business men of Salem are to furnish terminal grounds in West Salem, 500 by 800 feet, and

also a right of way from the station to the David Holmes farm, or just outside West Salem, and also to loan the company \$72,000 at 5 per cent interest per annum on three years' time, with a privilege of paying them off sooner if desired, to be secured by a first mortgage on the line. This proposition was furnished in writing by Mr. Covert, and after being altered to suit the ideas of the members, was adopted unanimously.

Committee Makes Report.
Mr. Ford, chairman of the committee on promoting a Dallas-Salem railroad, was called upon to make his report of the work done. He stated the proposition offered, that Mr. Covert was willing to put \$60,000 into the road, and asked that the citizens of Salem float bonds and loan him \$72,000. He thought this feasible, and worthy of being worked out.

The committee had taken up the matter of securing a terminal point of 300 by 800 feet, as desired by Mr. Covert, and the most desirable land was owned by Mrs. J. J. Murphy, who had as yet given no decision as to whether or not the plot could be secured. Mr. Covert also desired the club to furnish a right of way as far west as the David Holmes place near Eola, and thought there would be no difficulty in securing this right of way. The owner of the land adjoining the Murphy place had already offered to donate a right of way.

Plan Is Feasible.
Mr. Ford gave it as his opinion that the proposition was entirely feasible, and if Mr. Covert would put \$60,000 of his own money into the road, there would be no difficulty in securing the remainder of the money, as the loan would be perfectly safe, and a good investment. Mr. Covert only desired the loan for three years at 5 per cent interest per annum, with a privilege of repaying it within one year.

One week ago a committee consisting of D. J. Fry, E. T. Barnes and Clarence Hamilton went to Dallas and in his report Mr. Fry expressed himself as being much pleased and favorably impressed with the resources of the Falls City country. One item of interest mentioned was that the holdings of a single man at Falls City was 12,000 acres of timber land, and of this 31 per cent could be shipped over this road to the river and shipped to the Oregon City mills for paper pulp.

Mr. Fry thought the idea perfectly feasible in every way, both to Salem and to the company, as the Falls City road was now paying a profit of \$2000 per mile.

Mr. E. T. Barnes was called upon and told of what had been seen on the trip.

Of the excellent condition of the Dallas railroad, and the possibility of doing business with that country through the proposed Dallas-Salem road.

Falls City Greatly Benefitted.

Mr. Hamilton told of the great improvement which had been wrought in the cities of Dallas and Falls City since the road was constructed, and thought there was no doubt of the benefit which would result from the road. One great source of profit to the road would be the vast quantities of cord wood which is now going to waste could be shipped out, meet all the existing demand and deficiency in the wood supply. He also thought the country would greatly develop in the production of all kinds of farm produce, and the resources of the country to furnish business to the road would be constantly on the increase.

Mr. Webster Holmes, attorney for Mr. Covert, made a statement of the situation. Mr. Covert desired to begin work not later than July 15, in order to complete the project before the rainy season arrived, as work would thus be suspended for nearly a year.

Ready For Business.

Mr. Covert took the floor and expressed his dissatisfaction of the methods being followed by the committee. He said the line is practical and feasible, at least 30 per cent less in grade than the Falls City road. There were but few bridges, and while the grade between Salem and Eola would be considerable, it was feasible. His proposition was that he would build and equip one-half the road, and would then ask the committee to advance one-half of \$72,000, and in the meantime he would be compelled to go ahead with the trestle building and grading. When the remainder of the road was completed, the remainder of the loan would be due. He wanted the committee to get onto a broader basis than it had been acting, as the cost of the road would be much larger than was being estimated. It would be necessary for him to spend at least \$90,000 in addition to the \$72,000 to be loaned by Salem, and he wanted to disabuse the minds of the members of the club of the impression that he was only to put \$60,000 into the road. He asked the club to get down to business, and if his proposition was accepted, to get a committee to work soliciting the loan and securing the right of way.

Mr. Hughes Objects.
Mr. Geo. Hughes raised objection to accepting Mr. Covert's plan, saying he did not believe it would be profitable to Salem, and hence should be rejected. He thought a general system of roads leading from Salem should be outlined, and work done along that line. Mr. Hughes was alone in his objection, and when the measure came to a vote was unanimously adopted.

Mr. Fry stated that he thought it was not generally known, but the little city of Dallas raised \$7,500 and gave to Mr. Gerlinger to build that road to Falls City, and now it was time the

people of Salem woke up and spent a little money in advertising the city.

Report Adopted.
On motion of Mr. Ford, the proposition made by Mr. Covert was accepted, and a committee of three was appointed to prepare terminal grounds and the right of way to the outskirts of West Salem, and a committee of five to secure a bond subscription of \$72,000 to be secured by a first mortgage on the road. On the former committee the president named Geo. W. Johnson, Webster Holmes and F. W. Waters, and they were instructed to begin work immediately. The appointment of the committee to solicit the loan of \$72,000 was postponed, that the president might have time to confer with the members and make his appointments judiciously.

MR. COOVERT'S STATEMENT.

The following statement was presented by J. W. Covert, who proposes to build the Dallas-Salem Railroad. It is signed by Mr. Covert, and was adopted by a vote of the club:

Statement with reference to proposed Dallas-Salem Railroad:
Steel—88 tons of 56 lb. steel per mile, at \$32.50 f. o. b. at Portland, Oregon, plus \$2.50 per ton freight, Portland to Dallas, equals \$35 per ton, equals per mile, \$3,080.00
Spikes—30 kegs per mile, equals 240.00
Track bolts—10 kegs per mile, equals 100.00
Ties—cost at mill per tie, 25c, freight rate per tie, 5 cents, equals 30 cents, unloading, reloading, hauling to front, and distributing, 4 cents, equals per tie 40 cents under track, requiring 2,640 ties per mile, at 40 cents per tie, equals 1,056.00
Track laying—per mile, 400.00
Surfacing track—per mile, 300.00
Ballasting 30 yds. per station, 52.8 stations per mile, river gravel at 60 cents per yard, to load, haul and distribute, 40 cents, per yard put under track, total, \$1.00, equals per mile 528.00
Normal grade, 15 stations per mile, at 15 cents per mile, 52.8 stations per mile, equals per mile 792.00
Right of way 1,584.00
Terminal grounds 200.00
Clearing right of way, average per mile 200.00
Bridges, one bridge across Rickard river (cost \$2,800.00) average per mile 200.00
Trestles, 2,000 feet (cost \$5,040.00) average per mile 360.00
Side tracks and tracks in terminal (total cost \$7,000) 500.00
Cattle guards 50.00
Road crossings (\$10.00 each, number unknown) -
Depots 1,800.00
Rolling stock (total cost, \$25,200.00) average per mile 1,800.00
Engineering for five months (total cost \$1,400.00) 100.00
Average per mile \$1,400.00
Abnormal grade, one mile \$4,000, two miles \$5,200, one mile \$2,200, one mile \$2,500, total, \$13,900
Excess over average grade per mile 427.00
Total cost, per mile 11,931.00
Total cost of fourteen miles, distance of track 167,034.00

The foregoing statement includes the items and legitimate cost of the fourteen miles of proposed railroad between Dallas and West Salem, and is based upon the legitimate cost of constructing a standard railroad. To go into some of the details of what constitutes a standard railroad, for the benefit of the Salem Commercial Club and its committee, I will state that a standard railroad in its construction requires, first: No less than forty feet of right of way between the terminal grounds in West Salem and the right of way between the terminal of the proposed road have not yet been acquired.

I make this proposition, that I will build the railroad from Dallas to West Salem, and equip it according to the specifications herein contained, provided the business men and capitalists will procure for me the terminal grounds in West Salem, and the right of way from said terminal grounds to the D. J. Holmes place, and boat bonds to the amount of seventy-two thousand dollars, or five thousand, one hundred and forty (\$5,140.00) per mile, due in three years from date thereof, with the privilege of paying same at any time after one year, bearing interest at the rate of five per cent per annum, these bonds to be a first lien upon the terminal grounds, right of way and entire property of the road.

I also agree that I will not require an advancement of any money represented by the bonds issued until I have completed a section of seven miles of said road, and have the same in operation—that is to say, as soon as said section of seven miles of the road is completed so that a locomotive and train of cars can pass over the same, there shall be due and payable to me out of the issue of said bonds, one-half of said \$72,000, to the extent of said section of seven miles, and the remainder to be due when the remainder of the track is completed and in the same condition as the first section herein referred to.

If this proposition is accepted immediately, I will commence operations immediately after the said terminal grounds and right of way is procured for me, and if this proposition is accepted immediately under the usual and ordinary conditions and circumstances, I can complete the road in five months. It is my desire to commence the road at as early date as possible so as to have it completed before the rainy season, if I commence later and run into the rainy season it will delay the work until the next year.

As an approximation, which I can offer from practical experience for the benefit of this club and its committee, as to the earning capacity of this road when completed, so as to show that the security is ample and safe, I make this statement:

The following figures which I say I can guarantee is the minimum amount of the earnings:
Two cars of lumber per day, at \$15 per car \$ 30.00
Four cars of cord wood per day, at \$7.50 per car 30.00
Passenger traffic per day 30.00
Mail and way freight, Salem to Dallas, Falls City and way points, per day 10.00
Unmanufactured pulp wood and logs 60.00
Total earnings per day \$160.00
Contra Expenses:
Interest on bonds as proposed, per day \$ 11.00
Operation 23.00
Maintenance of track 25.00
Taxes, could not exceed per day 1.00
Total \$ 60.00
Net earnings per day \$100.00
Respectfully submitted,
J. W. COOVERT.

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Total \$ 60.00
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TO BUY PLANT

COMMERCIAL CLUB GOES ON RECORD FAVORING CITY OWNERSHIP OF LIGHTING PLANT

Resolutions Adopted Calling on City Council to Take Action Toward Buying Present Plant or to Buy Water Power and Build a New Plant.

One of the most important matters which were acted upon at the meeting of the Commercial Club last night was the adoption of the resolution offered by Hon. Timmon Ford for the city to own and operate its own electric light plant. In offering the resolution Mr. Ford said: "The city of Salem had ought to arrange to acquire and run a plant of its own, either the present one or another plant. There is plenty of water power within reach of the city which may be had at a reasonable figure. I have an idea in my head that we ought to have better service and more of it." The proposition was received with cheering by the members, and pronounced it one of the most important ever brought before the club by some of the speakers. Mr. Ford called attention to the fact that the present contract between the city and the Citizens Light & Traction Co. was about to expire, and that now was the opportune time to take measures for securing the ownership of the plant by the city.

Following is the complete resolution as adopted:

Resolved, That it be the sense of the Greater Salem Commercial Club, that it would be to the best interests of the people of this city for Salem to own and operate an electric light plant to supply the city and its inhabitants with light, and we would respectfully ask the Salem city council to appoint a committee to investigate the matter of Salem purchasing or constructing and operating such a plant.

"Resolved, That the city council receive propositions from persons or corporations having water power or lighting plants to sell and at what price." Mr. Geo. F. Rodgers raised objection to the adoption of the resolution, saying he thought the club would be acting without a proper knowledge of conditions, as none of the members were electricians. He favored asking the council to investigate, or better to appoint a committee of the club to conduct the investigation without the assistance of the council, that they might have figures before them when they took definite action. He said he did not believe the present plant was a paying investment, or ever had been, and did not believe the city could afford to float bonds for a lighting plant, when railroad systems were so badly needed for the growth and prosperity of the city.

Another Great Race For \$2,000.
President Downing, of the State Board of Agriculture, was present and stated the progress being made for providing horse races for the fair next fall, and gave it as his opinion that the city should take hold of the matter and raise a guarantee fund for another big race with a purse of \$2,000. Geo. Hughes thought the city was never before in such good condition to provide for this race, and it would behoove them to act as soon as possible, before the fine horses were turned in other directions.

On motion the president was instructed to appoint a committee of five to solicit a guarantee fund, and Mr. Downing agreed to name the event "Commercial Club stake."

GRAND, DYSENTERY, CHOLERA MORBUS, DIARRHOEA, AND, INDEED, ALL BOWEL COMPLAINTS QUICKLY RELIEVED BY PERRY DAVIS' PAINKILLER, A SAFE, SURE AND SPEEDY CURE, FOR ALL THE TROUBLES NAMED. EVERY REPUTABLE DRUGGIST KEEPS A SUPPLY. EACH BOTTLE HAS FULL DIRECTIONS. AVOID SUBSTITUTES, THERE IS BUT ONE PAINKILLER, PERRY DAVIS', 25c and 50c.

That Throbbing Headache.
Would quickly leave you if you used Dr. King's New Life Pills. Thousands of sufferers have proved their matchless merit for Sick and Nervous Headaches. They make pure blood and build up your health. Only 25 cents, money back if not cured. Sold by D. J. Fry, Druggist.

CASTORIA.
The Kidney and Bladder Tonic
Solely the
Signature of
J. C. H. H. H. H.

Time, the most independent of all things, is best made to serve man by the



ELGIN WATCH
the most dependable of all timekeepers.

Every Elgin Watch is fully guaranteed. All persons have Elgin Watches. "Elgin National Watch Co., Elgin, Ill."

MIND IS GONE

AGED FARMER GOES INSANE BECAUSE OF FINANCIAL TROUBLE AND FAILING HEALTH.

Doings at the Capitol—Governor Chamberlain Commutes Sentence of Portland Prisoner—New Corporations Filed—Portland Firms.

A sad case of insanity was brought to the asylum yesterday. The patient is William H. Prather, whose home is at Mitchell, in Wheeler county. He is a native of Virginia, 70 years of age, and because of continued ill-health and financial troubles he has lost the rational use of his mental powers.

The aged man is a farmer, and his mental infirmity manifests itself in his desire to be alone in his broodings. When he is asked questions, he replies in incoherent, mumbling tones.

Governor Chamberlain commuted the sentence of Edward Eichel, sentenced to one year imprisonment in the Multnomah county jail by Police Judge Hugue on the charge of larceny. The prisoner was in jail since the 9th of last January. His release is based on the fact that later developments show that he may have been wrongly convicted, and on the recommendation of the police judge. He will be set at liberty June 20.

Mark Hurlburt, of Albany, has been appointed by Governor Chamberlain as a member of the State Board of Agriculture.

W. F. Stingley was licensed to practice law in Oregon on recommendation and a certificate from the Nevada supreme court.

The Portland Show Case Company took their first step yesterday toward gaining legal standing as a corporation by filing the necessary papers. The incorporators are A. Segall, W. L. Gray and G. W. Stapleton, of Portland, where their business will also be located. They have a capital stock of \$2,500, and intend to manufacture and sell show cases, wall cases and dressing cases, bank, office, school and household furniture and fixtures as well as all kinds of cabinet work.

The Silverfield Company is another corporation promoted by Portland parties, those appearing of record are S. Silverfield, Belle Silverfield and Milton L. Gumbert. The amount of capital stock named is \$75,000, and the expressed intention of the parties is to buy, sell and import all kinds of furs, skins, to manufacture fur skins into various kinds of garments, to deal in all kinds of dry goods, fancy goods and carry on a general mercantile business in Portland.

Thrown from a Wagon.

Mr. George K. Babcock was thrown from his wagon and severely bruised. He applied Chamberlain's Pain Balm freely and says it is the best liniment he ever used. Mr. Babcock is a well known citizen of North Plain, Conn. There is nothing equal to Pain Balm for sprains and bruises. It will effect a cure in one-third the time required by any other treatment. For sale by all druggists.

PRUNE CROP SMALL.

Stockholders of Willamette Valley Prune Association Hold Annual Meeting.

The annual meeting of the stockholders of the Willamette Valley Prune Association was held yesterday, when the board of directors made their report of the business of the year. The report was accepted and the business policy approved. Secretary H. S. Gile, N. J. Damon, John Pemberton and Chester Parvin, who made trips to the East in the interest of the association.

DEEDS RECORDED.

The realty transfers filed for record in the Marion county recorder's office yesterday aggregated the consideration of \$10,082, as follows:
M. E. Rice et al. to Larkin J. Shell, et ux, lots 8, 9 and 10, in Sunnyside Fruit Farm No. 3, wd. \$ 6.00
W. B. Haines to Helen B. Haines, one-half of lot 7, block 10, of Salem, wd. 5.00
Julius Fisher, et ux, to E. T. Hobart, 64.56 acres of land in S. 2, T. 6 S., R. 1 E., wd. 1.00
I. C. Davidson, et ux, to John Hebaeck, a portion of a 17, T. 8 S., R. 3 W., wd.60
Charles King, Jr., to G. King and Sons, timber on land in S. 23, T. 7 S., R. 1 E.; qcd.40
Total \$10.00

JAPANESE MINE EXPLODES.

TOKIO, June 14 (4 p.m.)—The Taihoku was engaged in mining at the entrance to Port Arthur last night, a mine exploded, killing one officer and seven men, and wounding two officers and seven men. The Taihoku, which is a naval transport, was not seriously damaged.

THE BIG SALE IS CAUSE OF THE GREATEST UPHEAVAL OF PIANO PRICES SALEM HAS EVER EXPERIENCED

Allen & Gilbert-Ramaker Company

Oregon's Oldest and Largest Music House.

Salem Branch

299 Commercial St.

reported. "Adjournment was taken until July 15, to enable the old board to close up the business of the year, and at that time the annual election will occur.

It is expected that the drop this year will be possibly 25 or 30 per cent—a large drop for this year, of both varieties. California prices have advanced on a basis of 2 1/2 cents for Santa Clara.

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\$50,000.00

Cash Given Away to Users of LION COFFEE

We are going to be more liberal than ever in 1904 to users of *Lion Coffee*. Not only will the Lion-Heads, cut from the packages, be good, as heretofore, for the valuable premiums we have always given our customers, but

In Addition to the Regular Free Premiums

the same Lion-Heads will entitle you to estimates in our \$50,000.00 Grand Prize Contest, which will make some of our patrons rich men and women. You can send in as many estimates as desired. There will be

TWO GREAT CONTESTS

The first contest will be on the July 4th attendance at the *St. Louis World's Fair*; the second relates to *Total Vote For President* to be cast Nov. 8, 1904. \$50,000.00 will be distributed in each of these contests, making \$100,000.00 on the two, and to make it still more interesting, in addition to this amount, we will give a

Grand First Prize of \$5,000.00

to the one who is nearest correct on both contests, and thus your estimates have two opportunities of winning a big cash prize.

Five Lion-Heads cut from Lion Coffee Packages and a 2 cent stamp entitle you (in addition to the regular free premiums) to one vote in either contest: