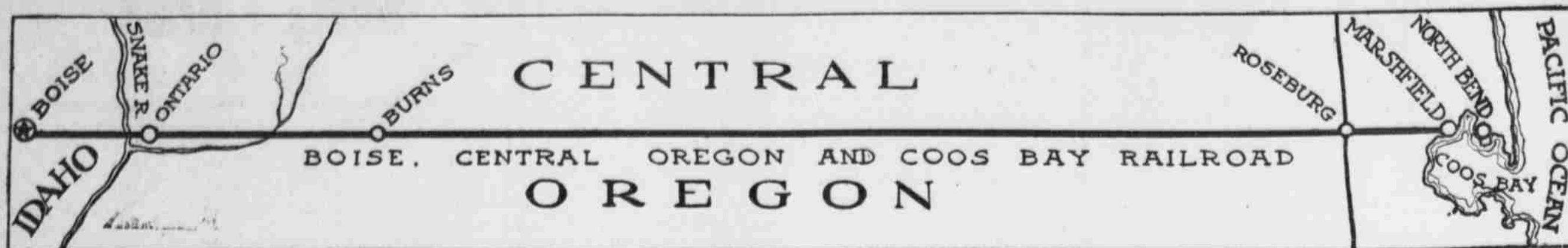


PROGRAM OF TWO COMMONWEALTHS TO PROMOTE RAILROAD CONSTRUCTION

CAMPAIGN OF THE OREGON AND IDAHO DEVELOPMENT CONGRESS FOR DISTRICT AIDED RAILROAD



DEVELOPMENT PROGRAM IN OREGON.

August 25-26, Congress organized at Marshfield. Development Congress held during session of the Oregon legislature. Commissions appointed by governor of Oregon to draft general port commission act, and district-aid railroad amendment to constitution. Governor Chamberlain sends special message to the legislature. Oregon legislature enacts port commission act and railroad amendment to be submitted to vote of the people. Governor Chamberlain names highway commission of seven members. Next Development Congress to be held at Ontario March 26-27. Next at La Grande and next at Burns.

DEVELOPMENT PROGRAM IN IDAHO.

February 26-27, Development Congress held at Boise with legislature. Ways and means committee reports favorably on Idaho constitution. Congress endorses report and appoints commission to draft district-aid railroad law to be introduced in Idaho legislature. Governor Brady addresses special message to legislature. Idaho legislature enacts district-aid railroad law and Governor Brady approves same. Next Development Congress to be held at Caldwell.

THE NEW LAW ENACTED BY THE IDAHO LEGISLATURE

PROVIDES WORKING DETAILS FOR CONSTRUCTION OF RAILROADS BY DISTRICTS—PROVISIONS ARE SAME AS CONTAINED IN THE OREGON PLAN OF AMENDING THE CONSTITUTION THAT WILL BE SUBMITTED TO PEOPLE

Idaho's Railroad Building Law.

The agitation on the part of the Idaho-Oregon Congress, which convened in Boise Feb. 26-27, and the special message of Governor Brady to the legislature, was productive of the drawing of a state aid railroad and electric building measure, which was introduced in the senate by Senators Haight and Davis, the members of the special committee instructed to perfect a bill along these lines, and appointed by Lieutenant-Governor Sweetser.

Senate bill No. 168, as it is known, made its appearance almost at the eleventh hour for the introduction of new measures during the present session. Unanimous consent being granted, the state aid bill was given its first reading. The act, it is believed, will do more for the building of electric or steam roads by private parties or outside capital than any measure which has ever been considered by the legislature, and legislators believe that its passage means a decided boon to all sections of the state.

Provisions of Bill.

The most important provisions of the bill are interesting, and are as follows:

Whenever for any reason fifty, or a majority of the holders of title, or evidence of title to lands susceptible of deriving benefit and value from the purchase, construction, use or operation of a wagon road, railroad or other highway desire to acquire, construct, use or operate the same, they may propose the organization of a highway district under this title.

In order to bring the proposition before the people petitions can be circulated asking for the organization of a highway district. Such petition shall be signed by the required number of holders of title or evidence of title to the required area of such proposed district, evidenced as above provided, which petition shall set forth and describe with the degree of certainty required by law in a tax roll, all the lands proposed to be included in said district, and shall state whether it is proposed to purchase a highway already in operation or to construct a new one, or as the case may be, and shall pray that the same be organized into a highway district. The petition together with all maps, cross-sections and papers filed therein, shall, at all proper hours, be open to public inspection at the office of the clerk of the said board of county commissioners between the date of their said filing and the date of the final hearing thereon.

If it be proposed by said petition to construct a new highway, or to

purchase one only partially completed and not yet in use or operation, the petitioners must accompany the petition with a map of the proposed district. Said map shall show approximately the location of the proposed highway and the kind of one it is proposed to construct and how it is to be used and operated, and the same shall be drawn to a scale of two inches to the mile.

Said board shall then give notice of an election to be held in such proposed district for the purpose of determining whether or not the same shall be organized under the provisions of this title. Such notice shall describe the lands in said district with the certainty required in an ordinary deed and shall state the name of the proposed district as designated by the said board, which map if not previously made has required herein shall be made by the petitioners after the determination of said commissioners of the question of what land shall be included in the proposed district. If previously made, lands added to said district or deducted therefrom by the board may be indicated thereon. Said notice shall be published for four weeks prior to such election, in a newspaper published within each of said counties as aforesaid. Such notice shall require the electors to cast ballot which shall contain the words, "Highway District Yes," or "Highway District No," or words equivalent thereto, and also the name of one person from each such division for director of said district. No person shall be entitled to vote at any election held under the provisions of this act unless he shall possess all the qualifications required of elector under the general laws of the state, and be a holder of land and a resident in the proposed district; provided, That when it is proposed in said petition to build a new highway, all persons who possess the qualifications of electors under the general laws of the state, and residents within any county in which said district or any part thereof is situated, and competent to sign said petition, shall be permitted to vote at all elections and hold office in said district until such highway is completed and in use or operation.

On the second Tuesday of December following the organization of any district an election shall be held at which shall be elected three directors by the electors of the district at large. The term of the office of directors shall be three years. The directors shall, immediately after the first regular election following such organization, be selected by lot so

that one shall hold his office for the term of one year, one for the term of two years and one for the term of three years, and an election shall be held in each district on the second Tuesday in December of each year thereafter, at which one director shall be elected for a term of three years, or until his successor is elected and qualified. Such director must be a qualified elector and a resident of the division of the director whom he is to succeed in office. Within ten days after receiving the certificate of election hereinafter provided for said officer shall take and subscribe the official oath and file the same in the office of the board of directors, and execute the bond hereinafter provided for. Each member of said board of directors shall execute an official bond in the sum of \$5000 which said bond shall be approved by the judge of the probate court of said county where such organization was effected, and shall be recorded in the office of the county recorder thereof and filed with the secretary of said board. All official bonds provided for in this title shall be in the form prescribed by law for the official bond of county officers.

Board of directors so elected shall meet within 30 days after their election and elect a president and appoint a secretary and treasurer, who shall perform the duties imposed upon such officers under this act. All officers of the district, except as above provided, must be residents thereof. Such treasurer shall execute an official bond in the sum of \$500, to be approved by the board of directors of the district; provided, That when the amount of money in the hands of said treasurer exceeds the sum of \$500, said board of directors shall require an additional bond in the sum of at least double the amount of money in the hands of said treasurer in excess of the \$500.

The cost and expenses of purchasing and acquiring property and constructing works and improvements to carry out the formulated plan, shall be paid out of the construction fund. For the purpose of defraying the expenses of the organization of the district, and to the care, operation, management, repair and improvement of such portion of said highways and work as are completed and in use, including salaries of officers and employees, the board may levy assessments therefor.

The board of directors shall have power to construct the said highway or other works across any stream of water, water course, street, avenue, highway, railway, canal, ditch or flume which the route of said highway or highways may intersect, or

cross, in such manner as to afford security for life and property; but said board shall restore the same when so crossed or intersected, to its former state as near as may be, or in a sufficient manner not to have impaired unnecessarily its usefulness, and every company whose railroad shall be crossed or intersected by said work shall unite with said board in forming said intersections and crossings and grant the privileges aforesaid; and if such railroad company and said board, or the owners and controllers of said property thing or franchise to be crossed cannot agree upon the amount to be paid therefore, or upon the points or the manner of said crossing or intersections, the same shall be ascertained and determined in all respects as herein provided in respect to the taking of land.

If congress shall hereafter authorize the state to select lands of the United States for highway purposes, or in aid of the construction, improvement, repair or maintenance thereof, the state shall immediately select any lands of the United States situated within any highway district and set them apart to and for the use of such district, unless otherwise provided in the act of congress, and thereafter the board of directors of such district shall exercise the same authority over such lands in all respects, as though the same were private lands, and all the provisions of this act shall be applicable thereto unless otherwise provided in said act of congress. And if congress shall hereafter authorize or impose any lien or charge on such lands for any of the purposes aforesaid or otherwise grant any rights or privileges thereto or therein for any such purposes, the said board shall have and exercise the same authority over said lands situated within a highway district in all respects as though the same were private lands, and thereafter all the provisions of this act shall be applicable to such lands unless otherwise provided in said act of congress.

ONTARIO EXPECTS BIG DELEGATIONS

Making Big Preparations for Entertainment of Oregon-Idaho Congress.

Extensive preparations are being made by the citizens of Ontario to entertain the delegates to the coming session of the Oregon-Idaho Development congress, to be held here two days, March 26-27. An excellent program is being planned and the congress promises to be one of the biggest and best meetings ever held in this part of the state.

The Oregon-Idaho congress, which has for the past four months been holding packed sessions in the various towns of the two states, and which has awakened universal interest in its movement for state-built railroads, is the organization which has for its object, as the name implies, the development of the two states in which it is working. This development is desired in all lines, not only to encourage commercial interest, but to aid irrigation projects, to advance the use of all natural resources and to unite the interest of both states in every way. The particular object which the congress has in view at present is the building of a railroad

from Coos Bay, Or., across the state to Ontario, and thence to Boise. The plan advanced by the congress for the building of this road is the plan recently approved by the legislatures of Oregon and Idaho, to issue bonds on the credit of the people, by forming railroad districts, similar to the well known irrigation districts, and issuing the bonds on the credit of the districts or of counties through which the railroads will pass.

This plan has received the recommendation and enthusiastic approval of the most prominent men in both Oregon and Idaho. Twenty of the leading citizens of Portland went to Salem during the session of the Oregon legislature to urge the adoption of laws enabling the people to put this plan in operation. Governor Chamberlain sent a message to the legislature urging adoption of such laws. They were adopted. Similarly in Idaho the measure was supported by many leading men of the state, and Governor Brady urged the legislature to adopt it. It was adopted.

The Oregon-Idaho congress is doing everything possible to aid in the realization of this object. At the meeting in Ontario some of the most prominent speakers in both states will present the subject from various viewpoints. Delegates from Coos Bay will tell of the wonderful undeveloped resources of that country, and the finest natural harbor on the western coast of North America. Others from interior Oregon will tell of the vast undeveloped region tied up inside Harriman's belt of steel and Idaho men will tell of Idaho's needs and hopes for railroad building.

Hon. Stephen A. Lowell of Pendleton, president of the congress, will preside at the meeting, and will explain the work and purpose of the organization.

Colonel E. Hofer, editor of the Salem Capital Journal and vice president of the congress, will speak. Col. C. E. S. Wood and Hon. J. N. Teal, president of the Columbia Open River association, will both appear on the program. Judge J. H. Richards of Boise, Walter Griffiths of Caldwell, and Colonel L. V. Patch of Payette all will speak.

The first day of the congress will be exclusively devoted to the railroad program. The second day, Saturday, will have a local interest for Idaho and eastern Oregon in that it will also emphasize the Malheur government irrigation project. The principal towns of Malheur county, Oregon, and several towns of Canyon county, Idaho, are situated in the heart of this immense project, which will water 260,000 acres of the finest land in the Snake river country, and which has for several months been the absorbing topic of interest in this entire section. This project is practically assured, and will develop a stretch of country as rich in varied resources as any developed portion of either state.

The recent discovery of unlimited quantities of gas at Ontario has already made this town a great center of interest throughout the northwest. Discovery of rich coal beds in the county are also attracting much interest from the outside world.

The influx of strangers from all parts of the country to this town has created a great demand for hotel accommodations, but the large delegation to the Oregon-Idaho congress will be taken care of in the most thorough manner by the town people. Homes will be thrown open all over the town and every arrangement has been made to make visitors comfortable. The town expects to entertain 500 visitors at the time of this meeting and it can do so in a thoroughly hospitable manner.

Kodol for dyspepsia and indigestion will digest any kind of food in any combination at any and all times. Keep your stomach well by taking Kodol now and then. Sold by all druggists.

EXPLOSION WRECKS COEUR D'ALENE PLANT

Wallace, Idaho, March 18.—Three men are known to be dead and four frame buildings of the Coeur d'Alene Powder Works are in complete ruins today as the result of an explosion that occurred in the plant late yesterday.

A thorough investigation today revealed the fact that the explosion was caused by friction on the copper screen in the mixing room. It was in this room that powder was made, and about 1500 pounds of nitroglycerine was in use.

The dead: ALVIN NELSON, formerly of Seattle.

R. J. SKALBERG, foreman, who left a widow and three children.

PETE PICO, who lived near the works.

J. K. O'Gilly, the engineer of the plant, was painfully injured, but it is thought he will recover. One of the buildings of the Coeur d'Alene Concentrating Company nearby was partially damaged.

Lovers

of good health should prevent sickness instead of letting themselves get sick and then try to cure it. So long as you keep your liver, bowels and stomach in a healthy and active condition you won't get sick. Ballard's Herbine relieves constipation, inactive liver and all stomach and bowel troubles. All dealers.

YE LIBERTY

the house of comfort.

An interesting program today, including scenes showing Pres. W. H. Taft's inauguration. Good music.