

# Elk City Mining News.

VOL. IX No. 5.

ELK CITY, IDAHO COUNTY, IDAHO THURSDAY, JANUARY 18, 1912.

\$2.00 The Year.

## SALOONS OPERATE

### Licenses Granted in the County.

#### HAVE GOT STRING ON THEM

#### Elk City Will Have Three Saloons.

The county commissioners met in regular session last week, and among other important matters pertaining to the welfare of the county, they granted licenses for saloons.

In Grangeville four licenses were granted, to Fenn Batty, P. F. Courtney, F. A. Tamblin and C. A. Johnson. In Cottonwood three licenses were granted to Ray Nims, S. J. Peterson and John Funk. Whitebird was granted two licenses.

From Elk City there were three applications, and it was supposed that there would only be granted two licenses, but the board saw otherwise and granted all applications. Harry Cone, Frank Steckner and G. L. L. Baskett getting licenses.

The commissioners intend to enforce the law to a letter, and will grant no one any favors, and it will become the duty of the citizens to see that none of the rules and regulations be allowed to become a dead letter. The following is the resolution drawn by the board:

Be it resolved; That it is the unanimous sense of the board of county commissioners of Idaho county, that all laws now on the statute books of the state, and all rules and regulations that may now be adopted or that may hereinafter be adopted, pertaining to the restriction and regulation of the liquor traffic, within Idaho county, be rigidly enforced; and to this end all licenses granted for the sale of intoxicating liquors in Idaho county and the proprietors of saloons to whom licenses have been granted, are hereby notified of the adoption of the foregoing resolution and the conditions hereinafter mentioned, to-wit:

The proprietor of any saloon to whom a license has been granted for the sale of intoxicating liquors, and his bartender, agent or other representative in and about said saloon, are hereby warned not to sell to a minor any intoxicating liquor, or to allow any minor or woman within or about such saloon.

They are warned not to sell to habitual drunkards or persons in an intoxicated condition.

No screens or obstructions which would interfere with the inspection by passers by of such saloon or place where intoxicating liquors are sold and no chairs, billiard, pool or card tables, or lounging places of any description shall be permitted to be inside said room or bar where intoxicating liquors are sold.

There shall be no closed doors or private entrances leading

from the bar room to any back or side room permitted.

No saloon shall be open between the hours of 12 o'clock midnight and 5 o'clock a. m. following, and no saloon shall be open on Sunday or on any day on which a general election is held except as provided by statute.

All saloons are expected to be run in a quiet and orderly manner.

Any person other than the proprietor of such saloon seen going into the saloon during the hours herein provided for the saloon to be closed, may be deemed a violation of the foregoing provisions.

The foregoing provisions are made particularly applicable to saloons located within the county and outside of incorporated cities and towns, and shall be applicable to all saloons within incorporated cities and towns and villages, in so far as they are not in conflict with the laws of the state and ordinances pertaining thereto.

Any violation of the foregoing provisions may, in addition to the penalties prescribed by the laws of the state applicable thereto, subject the licensee to a revocation of his licenses.

The proprietors of all saloons in Idaho county are instructed to post a copy of the foregoing resolution in a conspicuous place in the room where the bar is located.

## NORTHWEST CONVENTION

### Meeting Will Be Held in Spokane.

Plans for the convention of mining men from the United States, Alberta and British Columbia, to be held in Spokane, February 15, 16 and 17, 1912, are rapidly assuming form, and the promoters of the gathering anticipate a most enthusiastic and instructive meeting. Committees charged with handling the several departments and features of the work to be accomplished have been appointed, and there is now every assurance that this will be a record breaker in both attendance and interest. Men of national reputation have been invited to be present, and addresses will be made on all subjects related to the mining industry. Prospectors and others engaged in the business of mining, whether as directors of mining companies, superintendents of operation, foremen of working mines, machine men, mining engineers, working miners, or as investors in mining stocks, are all to be made welcome and given a place and opportunity to be heard and seen.

Several special features will be worked out which are not usual in conventions of this character. The convention will hold three sessions daily for three days, at the Spokane Hotel, and all mining districts are asked to send or bring their best specimens of ore for exhibition. The mines of the Inland Empire can furnish as fine a display of specimens as can be found in the United States and this feature is sure to be of more than ordinary interest to the visitors, as well as to the citizens of Spokane and the eastern tourist, who may chance to see the display. One afternoon

during the convention is to be set aside for short addresses by men representing the various districts represented. This will afford investors as well as operators a much desired opportunity to learn what they wish to know about the mines in which they have an especial interest.

The meetings of the convention will be open to the public, and a large attendance is expected. Provisions are being made to handle at least 1000 visitors from out-of-town points. The railways are arranging for reduced rates from all points in the states of Montana, Washington, Idaho, Oregon, California, Utah and the province of British Columbia and this will, of course, bring hundreds of people to Spokane not directly interested in the mining industry.

No move among men engaged in the mining industry has caused more interest for many years than this gathering in Spokane. Mining is one of the greatest industries of the Inland Empire, and has of late been given too little attention by those not directly interested. But men engaged in other lines of business are awakening to the fact that much of the phenomenal prosperity of the last two decades in the Pacific Northwest has been directly due to the mineral production of this region. Men who are close observers of the financial situation believe that the next twelve months will witness a wonderful revival in the mining industry, and the coming convention is timely and sure to prove of substantial benefit to all classes of business as well as mining.

## CUSTOM MILL MAKING GOOD

### Is Now Running Steadily on Fine Ore.

The custom mill has about run the ore from the Major claims through, and will probably clean up tomorrow.

There is now quite a tonnage of ore from the Mineral Zone group on hand, and teams are busy hauling every day. Aside from inclement weather, the Mineral Zone is in a position to furnish ore for a long run. This ore is being taken from underground stopes, and the cuts are long, and the ore is sent to the mill as it is broken down. The vein, as the cut is opened to the east, is widening and the values are holding their own.

Word has been received by Manager Tytler from several other parties that have ore sacked ready to ship, and this will be brought in, in a short time.

**Her Question.**  
Molly (holiday making in the country)—I say, Mr. Hoats, do you mind if I ask a question? The Farmer—No, my dear. What is it? Molly—What I want to know is when you've finished milking that cow how do you turn it off?—London Sketch.

**Education.**  
Education gives fecundity of thought, copiousness of illustration, quickness, vigor, fancy, words, images and illustrations; it decorates every common thing and gives the power of trifling without being undignified and absurd.—Sydney Smith.

**Easy Enough.**  
Tommy's Mamma—Why aren't you a good boy like Willie B Jones? Tommy—Hub! It's easy enough for him to be good. He's sick most of the time.—Judge.

## P. & G. IN PORTLAND

### Backed by Northwestern Interests.

#### GETTING VALUABLE TERMINALS

#### Reported that Construction Has Been Authorized.

The Portland Daily Journal publishes the following interesting information relative to the Pittsburg & Gilmore road in regard to that company's plans for building down the Salmon river to Lewiston and thence to Portland:

"When news leaked out in Portland today that within the last few days the Pittsburg & Gilmore railroad company, which is generally believed to be subsidiary company of the Chicago & Northwestern, had authorized the construction of its line down the Salmon river canyon in Idaho, headed on a direct water grade to Pasco, Wash., where it will make connection with the North Bank and continue its downhill run to Portland, new light was thrown on the recent activity in east side realty blocks south of East Morrison street and between the river and Union ave.

"It was stated today by one who is in position to know, that the Pittsburg & Gilmore is headed for Portland and that it was a nine to one shot that the Chicago & Northwestern is cooperating with the Hill interests in securing terminal room in this city. In fact it was stated that there is but little doubt that these roads are the source from which the \$3,000,000 or more came that was used to purchase a dozen half blocks in the heart of the east side water front district in almost as many days.

"For several years the Chicago & Northwestern and the Hill interests have been working in close harmony, and now that the Pittsburg & Gilmore has authorized construction of its main line down Salmon river, bent on getting into Portland and on to the coast, there is nothing more natural than that the two lines should co-operate in securing east side terminals in this city, it is pointed out.

"By building its road down Salmon river to the Snake and on down the Snake to Pasco, and then connecting with the North Bank road, which is a Hill road, a water grade haul will be secured from Armstead, Mont. The road will tap the rich mining districts of central Idaho, in which it is said the Chicago & Northwestern is especially interested, and the ore may then be hauled at a minimum expense to the smelter at Tacoma, which is the nearest smelter in the district. Such a road would also shorten the distance between Chicago and Portland about 300 miles.

"The Pittsburg & Gilmore road from Armstead, Mont., to Sal-

mon City, Idaho, is completed and the grading from Salmon to Shoup, located at the eastern end of the Salmon river canyon, is completed.

"Two surveys have been completed for the Pittsburg & Gilmore road. One, over which it is said a road will be built first, is down the Salmon and Snake rivers to Pasco, and the other leaves the Salmon at the junction of the Little Salmon and runs down to Meadows, where it joins the P. & I. N., running from Meadows to Weiser, and which is to be controlled by the Chicago & Northwestern. This survey crosses central Oregon to Coos Bay. Just what points are touched by the survey across the central part of the state could not be learned today."

## LATE STORM WAS BAD

### Roads Were Nearly Impassable.

The cold wave that swept over the country last week, unexpectedly turned to a chinook, and last Thursday rain commenced falling.

The heavy fall of loose snow soon became so soft that it was next to impossible for teams to get through it. The stage bound for Stites Friday morning, went off the grade on Baldy, and was not gotten off until night. The passengers, who were G. L. L. Baskett, Mrs. Oscar Maxwell and daughter, and Mr. and Mrs. Ed. Lingo and child, of Elk City were marooned at the Mountain House, until the incoming stage arrived, when they were sent on out. The mail was taken by the carriers and packed to Newsome.

While this state of affairs continued on the stage road for several days, Elk City was not without mail, for it was sent out on time every day and while late at times it always arrived in good shape.

In this respect Elk City was more fortunate than Grangeville, for the High Line railroad was out of commission and the mail had to be sent around by way of Stites.

While the mail carrier on the Dixie route had his troubles there was no delay on this route.

The weather has now settled, and turned colder, and it is probable that no more trouble will be experienced this winter.

## SNOW SLIDE KILLS HORSE

### Mail Carrier to Concord Meets with Accident.

As Geo. Esh, who has the mail contract between Elk City, Orogrande and Concord, was going down the Callendar grade into Lake creek, last Sunday, a snow slide caught his horse and toboggan and took them to the bottom of the gulch, killing the horse.

Esh, who had been watching the snow on the mountain between Wild Horse creek and Fall creek, knew that a slide was about due, he took the mail sack off the toboggan and putting it on his back started out ahead of his horse. Just as the horse arrived at the point where the slide occurred he stopped, and before Esh could get back to help the horse the slide took him over the grade.