

OFFICE OF THE SNAKE RIVER VALLEY RAILROAD COMPANY.

Portland, Oregon, May 31, 1900.

To the Secretary of State of Idaho,

Boise, Idaho.

Sir:

I enclose you herewith a copy of the supplementary articles of incorporation of The Snake River Valley Railroad Company <sup>dated December 5<sup>th</sup> 1899,</sup> which is certified to by P. E. Stockey, clerk of the district court, as a true copy of a certified copy which was filed in his office May 14, 1900. This paper is filed with you in compliance with what I understand to be the ruling of the attorney general of Idaho as to compliance by foreign corporations with the laws of Idaho.

I may add that the company has filed a copy of its original and supplementary articles of incorporation in the office of the county recorder of every county in the state of Idaho in which it has authority by the terms of its articles to construct railroads.

In view of these facts I beg to request that you will issue to the company a certificate, which I enclose herewith, certifying as to the filing of the paper above mentioned in your office and also to the fact that the company has complied with the laws of Idaho regulating foreign corporations doing business therein, and that it is fully authorized to proceed with the construction of the lines of railroad and telegraph mentioned in the articles.

The company has previously filed in your office copies of its

original articles and of the supplementary articles as they have been adopted, and also designation of agent within the state of Idaho.

Very respectfully yours,

*F. H. J. Connor*  
Secretary.

SUPPLEMENTARY ARTICLES OF INCORPORATION  
OF  
THE SNAKE RIVER VALLEY RAILROAD COMPANY.

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WEERMAS, at a special meeting of the stockholders of the Snake River Valley Railroad Company held at the office of the Company in the City of Portland, Multnomah County and State of Oregon, on the 5th day of December, 1899, the following resolutions were adopted by the unanimous vote of the holders of all of the capital stock of the corporation, to-wit:

RESOLVED, That for the purpose of engaging in the new enterprises and business pursuits hereinafter specified in addition to the enterprises described in the original articles of incorporation of the company as amended by the supplementary articles of incorporation of the company heretofore executed on December 24th, 1898, Article III. of the Articles of Incorporation of the Snake River Valley Railroad Company be amended so as to read as follows:

ARTICLE III.

The business of this corporation shall be:

First. To construct and equip a line of railroad on such route as the board of directors of the company may select from the town of Umatilla in the state of Oregon, and thence along the Columbia River to a point near the mouth of the Snake River in the State of Washington, and thence along the Valley of the said Snake River via. Riparia in the state of Washington, and Lewiston in the state of Idaho, to a point at or near the town of Huntington in the state of Oregon, together with all necessary and appurtenant branches, spurs, switches and sidings, depot facilities and appurtenances; also to construct and equip a line of telegraph following the course of said line of railroad between

the termini thereof, and to maintain and operate such constructed railroad lines together with all branches, spurs, switches, sidings, depot facilities and all such telegraph lines, and to carry freight and passengers over said lines of railroad and to receive and deliver messages over said telegraph lines; also to construct, purchase, maintain and operate steamboats and water craft upon the Snake River for the carriage of freight and passengers and to receive tolls for the carriage of freight and passengers and for the transmission of messages.

Second. To construct and equip the following railroad and telegraph lines, namely:

1. A line from some suitable point in the state of Washington at or near the Snake River through Eureka Flat to Grange City in the state of Washington, with a branch therefrom, from some suitable point to Alto in the State of Washington.
2. A line from some point of connection with the railroad of The Oregon Railroad & Navigation Company between Dayton in the State of Washington and Bolles in the State of Washington, thence in a southerly direction on some suitable route to a connection with the railroad of Mill Creek Flume and Manufacturing Company.
3. A line from some point at or near Dayton in the State of Washington on some suitable route to some point at or near Lewiston in the state of Idaho, or at or near Asotin in the State of Washington.
4. A line from some point at or near Elberton in the State of Washington, or at or near Garfield in the State of Washington, to the headwaters of the Palouse River in the State of Washington.
5. A line from Moscow in the State of Idaho to Collins in the State of Idaho, with a branch in a southeasterly direction to some point on the Clearwater River.
6. A line from Cold Springs in the State of Oregon to Tanks in the State of Oregon.

7. A line from Winona in the State of Washington in a general Northerly direction to some suitable point on the Spokane River in the State of Washington.
8. A line from Colfax in the State of Washington via Penewawa Creek to some point on the Snake River in the State of Washington.
9. A line from some suitable point on the line of railroad of The Oregon Railroad & Navigation Company between Winona in the State of Washington and La Crosse in the State of Washington up Union flat to the head of Union Flat.
10. A line from a point at or near the mouth of the Salmon River in Idaho County, Idaho, to be hereafter selected by the board of directors of the company, and thence by some eligible route, following the valley of the Salmon River to the confluence of the Salmon River with the Lemhi River, and thence along the valleys of the Lemhi River and its tributaries by the most eligible route in a general southeasterly direction to a point at or near the summit of Bannock Pass through the Bitter Root Mountains in Lemhi County, Idaho, to be hereafter selected by the board of directors of the company.
11. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Baker City in Baker County, Oregon, and thence by the most eligible route in a general easterly direction to a point on the Powder River at or near the town of Keating, and thence by the most eligible route along the valley of the Powder River to a connection with the constructed railroad of the Oregon Railroad & Navigation Company at a point between Telocasset Station and Haines Station, to be hereafter selected by the board of directors of the company.
12. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Milton in Umatilla County, Oregon, thence southeasterly by the most eligible route to a point on the Grande Ronde River at or near Elgin, in

Union County, Oregon.

13. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Bingham Station in Umatilla County, Oregon, and thence along the Umatilla River by the most eligible route to the summit of the Blue Mountains, and thence by the most eligible route to a point on the Grande Ronde River at or near Elgin, in Union County, Oregon.

And to maintain and operate all of said railroad and telegraph lines and branches, and to carry freight and passengers upon said railroad and branches and to receive and transmit messages over said telegraph lines and to collect and receive tolls therefor.

Third. To purchase or consolidate with, to lease or otherwise acquire, or to operate and maintain on such terms as may be agreed upon, any railroad or railroads in Washington and Idaho, with its or their rolling stock, equipment and appurtenances, or telegraph lines and to complete the same to its or their authorized terminus or termini.

Fourth. To facilitate and to assist in the construction, building and extension, equipment and operation of any railroad or steamboat line in Washington or Idaho, and connected with or intending to connect or exchange traffic with, the railroad of this corporation, and for such purpose to subscribe for or purchase the stock or bonds of any company owning or operating any such railroad or steamboat line, and to guarantee or otherwise secure the payment of any such bonds, or the interest thereon, by pledge or mortgage of its property, or otherwise, and to consolidate with or to lease or contract for the operating and maintaining of, any and all such railroad or steamboat companies so aided.

Fifth. To purchase or lease lands, whether adjacent or contiguous to its railroads, landings or warehouses, or not, and to hold, possess, improve, lease, sell, mortgage or otherwise

dispose of such lands in such manner as may be deemed fit.

Sixth. To borrow money on bonds, notes, or otherwise, for the general purposes of the corporation, and to mortgage its railroads, telegraph lines, steamboats, franchises, rolling stock, right of way, and any and all other property to secure the payment thereof.

Seventh. To lease or sell to any other corporation the lines of railroad, steamboat and telegraph of this corporation, together with all and every of the properties belonging or appurtenant thereto, upon such terms and with such limitations and conditions as shall be prescribed by the stockholders of this corporation.

Eighth. To do all other things necessary or proper for the accomplishment of the objects above specified.

BE IT FURTHER RESOLVED, that the Vice-President, Secretary, and the Board of Directors of this company, or a majority of said Board of Directors be, and they are hereby instructed to prepare, execute and acknowledge in the name of, and under the corporate seal of this company, and to duly file in the manner directed by law, Supplementary Articles of Incorporation amending Article III. of the present articles of incorporation of this company so that the said articles shall hereafter read as hereinbefore set out.

AND, WHEREAS, at a special meeting of the Board of Directors of the Snake River Valley Railroad Company duly called in accordance with the by-laws of said company and held at the office of the company in the City of Portland, Multnomah County and State of Oregon, on the 5th day of December, 1899, the said resolutions so adopted at the meeting of the stockholders of said company held on said day were, by resolution of the Board of Directors of said company duly ratified and adopted, and the execution and filing of such supplementary articles of incorporation in the

manner and form specified in said resolution authorized:

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS, that the Snake River Valley railroad Company, and we, the undersigned, W. B. Ayer, W. H. Kennedy, and L. B. Cox, together constituting a majority of the Board of Directors of said The Snake River Valley Railroad Company, in pursuance of said resolution do hereby adopt the following

Supplementary Articles of Incorporation  
of

The Snake River Valley Railroad Company.

The Snake River Valley Railroad Company for the purpose of engaging in the new enterprises and pursuits hereinafter specified in addition to the enterprises described in the original articles of incorporation of the company hereby adopts the following supplementary articles of incorporation amending Article III. of the articles of incorporation of this company as amended by the supplementary articles of incorporation thereof, dated December 24, 1898, so that said Article III. shall read as follows:

ARTICLE III.

The business of this corporation shall be:

First. To construct and equip a line of railroad on such route as the board of directors of the company may select from the town of Umatilla in the State of Oregon, and thence along the Columbia River to a point near the mouth of the Snake River in the State of Washington, and thence along the Valley of the said Snake River, via Riparia in the state of Washington, and Lewiston in the state of Idaho, to a point at or near the town of Huntington in the State of Oregon, together with all necessary and appurtenant branches, spurs, switches and sidings, depot facilities and appurtenances; also to construct and equip a line



of telegraph following the course of said line of railroad between the termini thereof, and to maintain and operate such constructed such constructed railroad lines together with all branches, spurs, switches, sidings, depot facilities and all such telegraph lines, and to carry freight and passengers over said lines of railroad and to receive and deliver messages over said telegraph lines; also to construct, purchase, maintain and operate steamboats and water craft upon the Snake River for the carriage of freight and passengers and to receive tolls for the carriage of freight and passengers and for the transmission of messages.

Second. To construct and equip the following railroad and telegraph lines, namely:

1. A line from some suitable point in the State of Washington at or near the Snake river through Eureka Flat to Grange City in the State of Washington, with a branch therefrom from some suitable point to Alto in the State of Washington.

2. A line from some point of connection with the railroad of The Oregon Railroad & Navigation Company between Dayton in the State of Washington and Bolles in the State of Washington, thence in a southerly direction on some suitable route to a connection with the railroad of Mill Creek Flume and Manufacturing Company.

3. A line from some point at or near Dayton in the State of Washington on some suitable route to some point at or near Lewiston in the State of Idaho, or at or near Asotin in the State of Washington.

4. A line from some point at or near Elberton in the State of Washington, or at or near Garfield in the State of Washington to the headwaters of the Palouse River in the State of Washington.

5. A line from Moscow in the State of Idaho, to Collins in the State of Idaho, with a branch in a southeasterly direction to some point on the Clearwater River.

6. A line from Cold Springs in the State of Oregon, to Tanks

in the State of Oregon.

7. A line from Winona in the State of Washington in a general northerly direction to some suitable point on the Spokane River in the State of Washington.

8. A line from Colfax in the State of Washington, via Penewawa Creek to some point on the Snake River in the State of Washington.

9. A line from some suitable point on the line of railroad of The Oregon Railroad & Navigation Company between Winona in the State of Washington and La Crosse in the State of Washington, up Union Flat to the head of Union Flat.

10. A line from a point at or near the mouth of the Salmon River in Idaho County, Idaho, to be hereafter selected by the Board of Directors of the company, and thence by some eligible route, following the valley of the Salmon River to the confluence of the Salmon River with the Lemhi River, and thence along the valleys of the Lemhi River and its tributaries by the most eligible route in a general southeasterly direction to a point at or near the summit of Bannock Pass through the Bitter Root Mountains in Lemhi County, Idaho, to be hereafter selected by the Board of Directors of the Company.

11. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Baker City, in Baker County, Oregon, and thence by the most eligible route in a general easterly direction to a point on the Powder River at or near the town of Keating, and thence by the most eligible route along the Valley of the Powder River to a connection with the constructed railroad of the Oregon Railroad & Navigation Company at a point between Telocasset Station and Haines Station, to be hereafter selected by the Board of Directors of the Company.

12. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Milton in Umatilla County, Oregon, thence southeasterly by the most eligible

route to a point on the Grande Ronde River at or near Elgin, in Union County, Oregon.

13. A line from a connection with the constructed railroad of The Oregon Railroad & Navigation Company at or near Bingham Station in Umatilla County, Oregon, and thence along the Umatilla River by the most eligible route to the summit of the Blue Mountains and thence by the most eligible route to a point on the Grande Ronde River at or near Elgin, in Union County, Oregon.

And to maintain and operate all of said railroad and telegraph lines and branches, and to carry freight and passengers upon said railroad and branches and to receive and transmit messages over said telegraph lines and to collect and receive tolls therefor.

Third. To purchase or consolidate with, to lease or otherwise acquire, or to operate and maintain on such terms as may be agreed upon, any railroad or railroads in Washington and Idaho, with its or their rolling stock, equipment and appurtenances or telegraph lines and to complete the same to its or their authorized terminus or termini.

Fourth. To facilitate and to assist in the construction, building and extension, equipment and operation of any railroad or steamboat line in Washington or Idaho, and connected with or intending to connect or exchange traffic with, the railroad of this corporation, and for such purpose to subscribe for or purchase the stock or bonds of any company owning or operating any such railroad or steamboat line, and to guarantee or otherwise secure the payment of any such bonds, or the interest thereon, by pledge or mortgage of its property, or otherwise, and to consolidate with or lease or contract for the operation and maintaining of, any and all such railroad or steamboat companies so aided.

Fifth. To purchase or lease lands, whether adjacent or contiguous to its railroads, landings or warehouses, or not, and

to hold, possess, improve, lease, sell, mortgage or otherwise dispose of such lands, in such manner as may be deemed fit.

Sixth. To borrow money on bonds, notes, or otherwise, for the general purposes of the corporation, and to mortgage its railroads, telegraph lines, steamboats, franchises, rolling stock right of way and any and all other property to secure the payment thereof.

Seventh. To lease or sell to any other corporation the lines of railroad, steamboat and telegraph of this corporation, together with all and every of the properties belonging or appurtenant thereto, upon such terms and with such limitations and conditions as shall be prescribed by the stockholders of this corporation.

Eighth. To do all other things necessary or proper for the accomplishment of the objects above specified.

IN TESTIMONY WHEREOF, the said Snake River Valley railroad Company has caused these presents executed in triplicate to be signed on its behalf by its Vice-President and its corporate seal to be hereunto affixed attested by its secretary, and we, the undersigned, L. B. Cox, W. B. Ayer and W. H. Kennedy, together constituting a majority of the Board of Directors of said company have to triplicate hereof set their hands and seals this 5th day of December, 1899.

The Snake River Valley Railroad Company,

By L. B. Cox,  
Vice-President.

Attest:

H. F. CONNER  
Secretary.

(SEAL)

L. B. COX	Director	(Seal)
W. B. AYER	Director	(Seal)
W. H. Kennedy	Director	(Seal)

STATE OF OREGON                    )  
                                      ) SS.  
COUNTY OF MULTNOMAH            )

BE IT REMEMBERED that on this 5th day of december, 1899, before me, the undersigned, a notary public in and for said county and state, personally appeared the within named L. B. Cox, W. B. Ayer and W. H. Kennedy, who are personally known to me and known to me to be the identical persons described in and who executed the foregoing instrument and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein mentioned; and the said L. B. Cox, W. B. Ayer and W. H. Kennedy, being severally duly sworn by me did depose and say that they are directors and each of them is a director of the Snake river Valley Railroad Company; that the board of directors of said company consists of four persons and that they together constitute a majority of the board of directors of said company.

And I further certify that at the same time and place personally appeared before me L. B. Cox and H. F. Conner, who are to me personally known and known to be the persons described in and who executed the foregoing instrument as vice-president and secretary, respectively, of the Snake river Valley railroad Company, and the said Cox and the said Conner did each acknowledge that as vice-president and secretary, respectively, of the Snake river Valley Railroad Company they executed the foregoing instrument as and for their free act and deed and the free act and deed of said The Snake River Valley Railroad Company for the uses and purposes therein set forth; and the said Conner being by me duly sworn depose and said that he is secretary of the Snake River Valley Railroad Company and is the legal custodian of and has in his possession the corporate seal of said The Snake River Valley Railroad Company; that the seal affixed to the foregoing instrument is such corporate seal and that the same was so affixed

by him as secretary of said company pursuant to resolution of the board of directors and to resolution of the stockholders of said company, and that he signed his name thereto by like authority of the stockholders and board of directors of said company.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the City of Portland, Oregon, the day and year in this certificate first above written.

(Seal)

(10¢ I. R. Stamp)  
cancelled.

CLINTON P. HAIGHT.

Notary Public for Oregon.

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(Endorsed.)

Supplementary **Articles** of Incorporation of The Snake River Valley Railroad Company. Dated December 5, 1899. Filed in the office of the Secretary of State of the State of Oregon, for record at nine o'clock A.M. the 6th day of December, 1899, and recorded on page 102 of Book 12 of Records of Articles of Incorporation of private corporations.

F. I. DUNBAR, Secretary of State.

UNITED STATES OF AMERICA.

STATE OF OREGON.

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OFFICE OF THE SECRETARY OF STATE,

Salem, Oregon, April 30th, 1900.

I, F. I. DUNBAR, do hereby certify that I am the Secretary of State of the State of Oregon, and Custodian of the Seal of said State; that the foregoing transcript of Supplementary Articles of Incorporation of

THE SNAKE RIVER VALLEY RAILROAD COMPANY,  
filed in the office of the Secretary of State of the State of Oregon for record at nine o'clock A.M. the 6th day of December, 1899, and recorded on page 102 of Book 12 of Records of Articles of Incorporation of private corporations, has been by me compared with the original copy of the said

Supplementary Articles of Incorporation now on file in this office, and that it is a true and correct transcript thereof, and the whole of said original Supplementary Articles of Incorporation of the SNAKE RIVER VALLEY RAILROAD COMPANY.

IN TESTIMONY WHEREOF, I have hereunto set my Hand and affixed hereto the Seal of the State of Oregon.

Done at the Capitol, at Salem, Oregon, this First day of May, A.D. 1900.

F. I. DUNBAR, Secretary of State.

(Seal)

(10; I. R. Stamp)  
cancelled.

STATE OF IDAHO,            )  
                              : ss.  
County of Nez Perce.)

I, P. E. Stookey, Clerk of the District Court of the Second Judicial District of the State of Idaho, and Ex-officio County Recorder in and for the County of Nez Perce, hereby certify; that the above and foregoing is a full, true and correct copy of the certified copy of Supplementary Articles of Incorporation of the Snake River Valley Railroad Company, filed in my office May 14th, 1900.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal this 17th day of May, 1900.

J. E. Stookey

Clerk of District Court of Second  
Judicial District of the State of  
Idaho, and Ex-offi cio County  
Recorder, in and for the County  
of Nez Perce.

By Howard Howe  
Deputy.

