

### IRRIGATION BRINGS TRANSFORMATION

#### Yakima and Columbia Valleys Make Remarkable Progress.

(Special Dispatch to The Journal.)  
Kennewick, Wash., Sept. 21.—Through the completion of vast irrigation projects, the subdivision of large tracts into smaller farms, the development of intensified farming as an occupation and the general betterment of rural conditions, the vast irrigated district in the Yakima and Columbia valleys has shown remarkable growth during the last three years. Coincident with the growth of the rural districts has been the growth of the cities and towns of the two counties. Along the Columbia river the towns of White Bluffs, Hanford and Richland have developed as irrigation has resulted in settlement of lands. On a smaller scale this growth has been true of all the towns of the valley, and among the Yakima and Columbia valley towns of today must be included Mabton, Wapato, Granger, Grandview, Outlook, Benton City, Klona, Donald, White Swan, Zillah, Park, Yakima City, Naches City, Moses City, Finley, Hovey and Selah. Such is the array of communities for 1910. In 1900 there only existed North Yakima, Yakima City, Sunnyside, Mabton and Prosser.

#### Big Projects Under Way.

During 1910 the first unit of the Tieton irrigation system, near North Yakima, has been completed, the second unit is nearly ready; the third will be finished in 1912. The watering of 24,000 acres of arid land, fitting it for cultivation and for orchards, means the further upbuilding of the entire valley. While this great government project has been the cause of much growth, there have been many other reasons for the influx of population to the irrigated section.

The change to intensified farming and the consequent subdivision of large tracts is an important feature. Where a 40 acre orchard was formerly handled by one man, four men and perhaps six now make their homes on the same tract. "Little fruit farms" are being advertised with an acreage of five to seven acres, considered sufficient for the sustenance of a family. Kennewick prospers.

But around Kennewick will be found one of the most wonderful developments of the state. Five years ago Kennewick was a new townsite on the banks of the Columbia, a place few cared to stop, because of heat, dust and general desolate appearance. Today it is a beautiful irrigated district with orchards that produce bountiful yields and where fruit growers and farmers are becoming wealthy. Only 18 months ago the Northern Pacific Irrigation company succeeded in watering Kennewick Highlands; today it is dotted with cottages, bungalows and orchards.

So far there are no adequate figures as to the crops of 1910 in the two counties, but a conservative estimator has figured that the farmers whose business is causing the growth of these towns, will sell fully \$3,000,000 worth of fruit this year; that their hay crops will bring in easily \$1,500,000 more; that hops, potatoes and vegetables will yield another \$1,000,000.

These are only rough estimates, but under any condition the irrigated farm owner will reap a bountiful harvest this year.

### MONEY IN APPLES AT WHITE SALMON

(Special Dispatch to The Journal.)  
White Salmon, Wash., Sept. 21.—Three years ago there stood in the main street of White Salmon stumps of trees and even growing timber, whose business is causing the growth of these towns, will sell fully \$3,000,000 worth of fruit this year; that their hay crops will bring in easily \$1,500,000 more; that hops, potatoes and vegetables will yield another \$1,000,000.

And this development is founded on the red apple. To show how the apple growing business is extending, it is only necessary to state that the Columbia Orchard company is putting in 500 acres of trees, Glavis & Kennedy 300 acres, Columbia River Orchard company 150 acres, in addition to 100 acres already planted, and Great Northern Orchard parties, who have secured 420 acres, which are to be put into apple orchards, according to report.

### BUILD ROAD TO SEVEN DEVILS MINE

(Special Dispatch to The Journal.)  
Copperfield, Or., Sept. 21.—To give the people better outlet to the Seven Devils country for the transportation of the ores of that section, and for heavy hauling generally, especially lumber from the timber, the people of Copperfield have undertaken a road enterprise that when completed will be of inestimable benefit.

Through the untiring efforts of E. E. Clarke and many other public spirited citizens of Copperfield, the money necessary to construct the road has been raised in cash and donation in work. It is estimated the road will cost \$5000.

The road starts opposite Copperfield on the Idaho side of Snake river and goes up Indian creek to connect with the Klein Schmidt grade at the Huntley sawmill, a distance of eight and one half miles. The road will be less than 6 per cent grade and will be open all the year round.

### CALDWELL TO SHIP 45 CARS OF APPLES

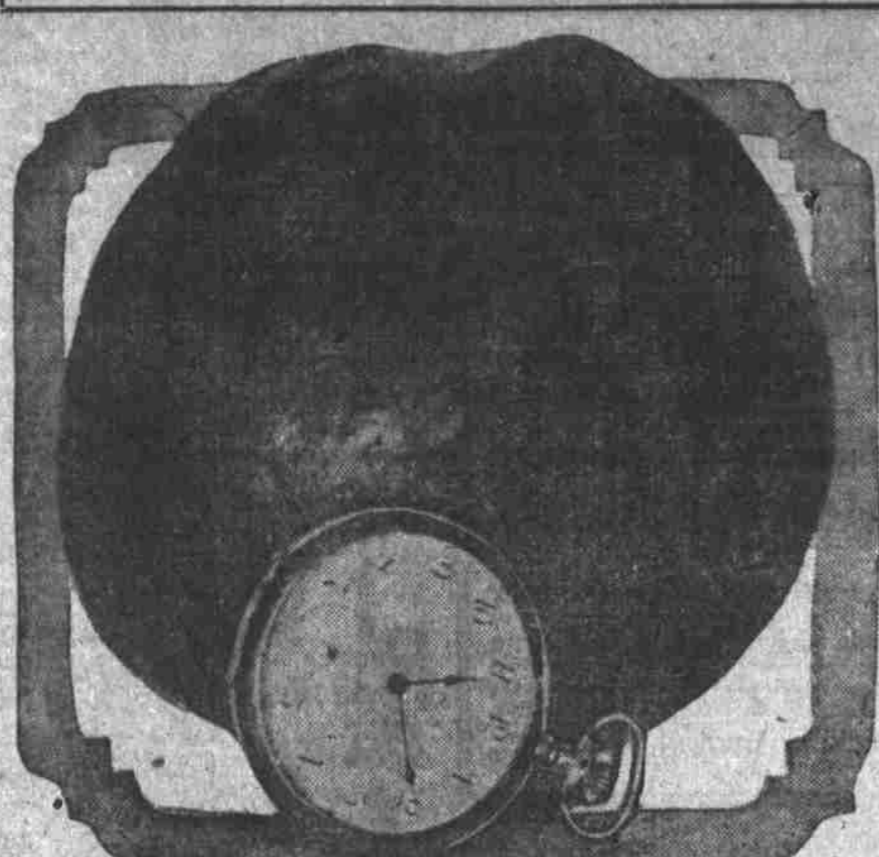
(Special Dispatch to The Journal.)  
Caldwell, Idaho, Sept. 21.—E. E. Field, manager of the Caldwell Fruit Growers' association, states that there will be approximately 27,000 boxes of apples shipped from Caldwell this season. Figuring 600 boxes to the car, this would mean the shipment from here of 45 cars of apples.

The largest bearing apple orchard in the Caldwell vicinity is 20 acres and belongs to W. A. George, whose splendid ranch is located in Caldwell's famous orchard district.

It is estimated that 2000 acres in the Caldwell vicinity are to be orcharded this year. This is an immense planting and indicates the large fruit business being developed here.

Nine cars of prunes have so far been shipped through this association. Many more are yet to be shipped.

### PRIZE WOLF RIVER APPLE



Perfect in color and form, this apple weighed 25 ounces and measured 1 1/2 inches in circumference. It was grown by William O'Neill of Clarke county, Washington.

### NEW BUILDINGS TO COST \$200,000

#### Harvester Plant and Federal Building Rise at Moscow.

(Special Dispatch to The Journal.)  
Moscow, Idaho, Sept. 21.—More than \$200,000 is being spent in Moscow in the construction of business and public buildings. The federal building will cost \$80,000, the packing plant will cost \$25,000, the harvesting machinery plant will cost \$40,000, and a number of warehouses and smaller buildings will make up the balance. Two important enterprises have been launched in Moscow in the last year that are closely identified with farming interests and, aside from the permanent pay roll they have created, have called for the erection of substantial buildings such as are now being built for the packing plant and the harvester works.

#### Work on Federal Building.

The federal building has reached the second story, and after a delay of about 30 days work will be resumed next week on the brick work of the second story. Considerable delay has been had in assembling material, especially face brick. With arrival of the brick next week work will be pushed as rapidly as possible so as to get the building under cover and completed by February.

The brick work on the Hagan & Cushing packing plant is nearing completion, and is being built after plans drawn by architect familiar with packing house and cold storage plants. The building is located about one mile west of town near the Northern Pacific tracks, and is constructed of concrete and brick in a most substantial manner. The enterprise is looked upon as one of great importance to the hog raisers of this section, and the forerunner of a big industry in the near future.

The National Harvester works, whose plant is located in the city limits along the inland Empire system of tracks, is at work building its fourth large

### FOUR GRANGES TO MAKE EXHIBITS

#### Communities Will Show Products in Competition at Gresham.

(Special Dispatch to The Journal.)  
Gresham, Or., Sept. 21.—Community exhibits made by granges will be a feature at the Multnomah fair, which will hold forth at this place three days next week. Exhibits of farm produce, fruits, flowers, fancy work and cooking and preserving will be gathered by the granges at Russellville, Fairview, Sandy and Woodlawn in an open competition for \$100 cash prizes. About one half of the space in the pavilions will be allotted to the grange displays. The competition is expected to be interesting.

The fair will open Thursday, with everything in readiness. An excursion of business men from the East Side club of Portland and the Portland Retail Grocers' association will be a feature of Portland day, which this year has been changed to opening day. A special train will carry the delegations to Gresham, together with a band. Details of entertainment have not been worked out.

The politician will come into his own Saturday, when a program of speeches will be arranged, all parties being given equal chance to convert the public by speech and oratory.

A band concert will be given Sunday afternoon, thus closing the fair in a befitting manner.

The officers of the fair have issued a notice to prospective exhibitors to have their displays in readiness by Wednesday night, as no workmen will be allowed on the grounds after the formal opening Thursday morning.

concrete building to accommodate its growing business.

In the warehouse district a new concrete block warehouse is being built along the inland Empire tracks for the storage of potatoes.

### HARRIMAN LINES HASTEN SURVEY

#### Big System Said to Be Behind North Coast Road, New North and South Line.

(Special Dispatch to The Journal.)  
Lewiston, Idaho, Sept. 21.—The activities of the O. R. & N. Co. during the summer in rushing a survey on the Grand Ronde river, from the mouth of that stream to Wallawa, Or., have caused a rumor that the building of that line deals with the operations of the North Coast road in this field. The report has arisen following the announcement that the North Coast enterprise is a Harriman road. The North Coast is completing the survey on the line to be built from Spokane to Lewiston, and if a rumor now in circulation is based on fact, the Grand Ronde road will connect here with the North Coast. Such a road would not only penetrate a district not served by rail transportation, but would also give the Harriman road a direct route into the Lewiston and Spokane territory by utilizing the Elgin branch which extends out of La Grande.

The character of work done along the Grand Ronde seems to leave no doubt that early construction is planned there. Many years ago the O. R. & N. Co. planned such a line, the distance from Lewiston to Wallawa being, as stated at that time, 88 miles. To have built at that time would also have involved the building of a line down the river from Lewiston and so the project for the period was abandoned. With the Lewis-ton-Riparian road now provided, the Grand Ronde branch will have an outlet from Lewiston to the coast down the river, while with the North Coast from the north entrance would also be

provided into the Pottlatch and Palouse districts. There is a view generally held in railroad circles that the North Coast will very shortly make an announcement relative to its plans for the Spokane-Lewiston line, and with this same announcement will very probably be disclosed the plans of the Harriman lines relative to the Grand Ronde road.

### PACIFIC & EASTERN NEARLY COMPLETED

(Special Dispatch to The Journal.)  
Medford, Or., Sept. 21.—Until the permanent depot is constructed by the Pacific & Eastern railway in the yards at Medford, the brick house on East Main street will serve as a substitute. The partitions of the building will be torn down within the next few days and new divisions that are required will be built. The house is solidly constructed and will serve well as a temporary depot.

The grading of the Pacific & Eastern roadbed is complete to the east end of the Bear Creek bridge. This completes the grading of the track between Butte Falls and Medford. Gangs of men are laying steel out of Eagle Point towards Butte Falls. The construction of small bridges on route is the only delay that prevents the Hill line from being completed. Bridges, ties, rails and all will be completed and trains running to Butte Falls within six weeks. Steel has been laid on the line into the city to a point well within the city limits.

### \$40,000 BUILDING RISES AT MEDFORD

(Special Dispatch to The Journal.)  
Medford, Or., Sept. 21.—Work has been begun on the two story \$40,000 concrete and brick block at Main and Riverside avenue by contractor R. J. Stewart, and is to be completed by the middle of January. This building will be 7x100 feet in dimension. The lower floor will be used as a store room and the upper floor will contain a number of office rooms. J. M. Root and San Francisco associates are financing the structure.

### BEE RAISER HAS IRRIGATION PLANT

(Special Dispatch to The Journal.)  
Harriman, Or., Sept. 21.—R. B. Thom, who has one of the largest apiaries in Oregon, has just installed a pumping plant to irrigate his tract near town. The plant will supply sufficient water for the entire premises. An 8-foot windmill and a 2000 gallon tank was installed and pipes extended to the house and other places. It makes a most convenient water system and the pressure is such that it can be successfully used in case of fire.

### Warehouse Goes Up

(Special Dispatch to The Journal.)  
Medford, Or., Sept. 21.—Steel has arrived for the reinforcing of the \$25,000 foot one story cement warehouse which is being constructed by Mr. Kinleyside, on Evergreen and Eleventh streets. Mr.

### Box Factory in Operation

(Special Dispatch to The Journal.)  
White Salmon, Wash., Sept. 21.—The new box factory has begun operation. The building at present is 60x20x12, and is equipped with a large planer with a capacity of 20,000 feet; a saw, a rip saw and a cutoff, all run by electricity.

### Delegates Named

(Special Dispatch to The Journal.)  
Salem, Or., Sept. 21.—Acting Governor Bowerman has named the following delegates to the Western Conservation League to be held at Spokane, Wash., October 2: R. C. Demant, Myrtle Point; J. P. Clausen, Coquille; J. T. Jenkins, Riverport; G. C. Welch, Lampa; James Richardson, Parkersburg; W. F. Mack, Dandon, and F. Thomson, Langlois.

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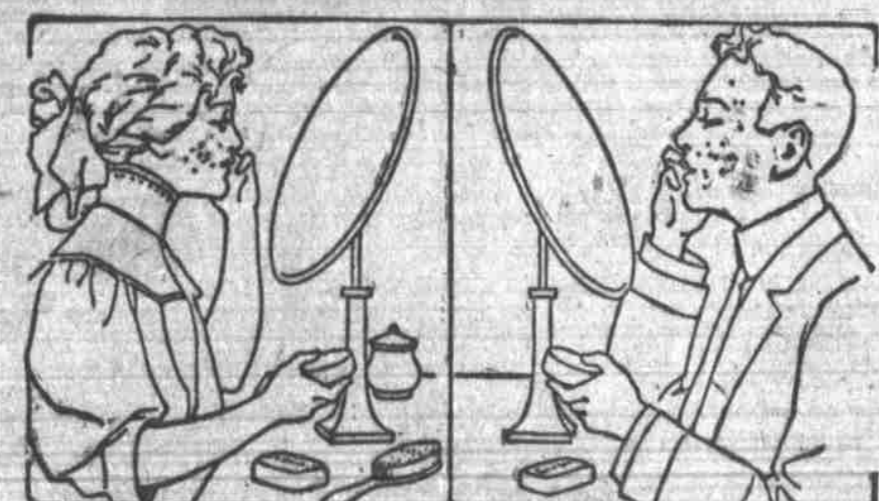
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