

OX BOW PROJECT NEARLY FINISHED TO BE EXTENDED

Big Power Plant on Snake River Will Develop Large Territory.

(Special Dispatch to The Journal.)
Baker City, Or., Nov. 30.—Through the completion of the mammoth hydro-electric power plant, the largest ever constructed in the northwest, and which is now being installed at what is known as the Ox Bow on the Snake river, southwestern and southern Idaho and eastern Oregon will be provided with an unlimited supply of electricity at figures, it is believed, much lower than they are now securing.

The Ox Bow project is developing one of the most favorable power sites in the state, many of which have become famous for their possibilities along this line. By tunneling a rock backbone thrust across the line of the Snake river channel and damming the stream between its rock walls at the mouth of the tunnel, a superb power development has been made possible.

Driving Big Tunnel.

Where the big plant is located the river makes a detour three and one half miles from its direct line of flow. By driving a tunnel through the rock ridge projecting into the river canyon for a distance of 1650 feet, a fall of 23 feet is secured. A dam across the river at the mouth of the tunnel is to raise the stream 20 feet, giving an effective head of 53 feet for power purposes. The tunnel driven is 49 feet in diameter, being ample to receive an enormous flow of water. The turbine wheels and generators will be placed at the lower end of the tunnel, converting the enormous energy of the stream into electric force.

Cheap Power Promised.

Power lines are being constructed from this generating plant to all adjacent districts in southwestern Idaho and eastern Oregon. It is estimated by the builders that power can be transmitted to Boise and farther east without trouble, as well as to Lewiston and other points in the north. Many mining mills and plants will also be furnished with the cheap power.

Delivery of power is expected to date about the first of the year, although the plant will not have been completed by that time. Several train loads of cement have recently been shipped in and the material is being used in the enormous concrete dam, wheel house and generator station. Tons of machinery are being shipped to the plant and hundreds of men and teams are engaged on the project.

UNION'S FREIGHT SHIPMENTS HEAVY

(Special Dispatch to The Journal.)
Union, Or., Nov. 30.—During the period of time between October 3 and November 23 there were 290 carload shipments made from Union. The shipments were: Hay 17 cars, apples 41, prunes 72, peaches 18, cherries (earlier in the season) 24, lumber 60, millstuff 27, nursery stock 7, miscellaneous 14. In addition to this is the coming shipment of potatoes, roughly estimated at 40 cars. Further, 103 refrigerator cars are engaged ahead for use between this time and the first of January for the shipment of apples.

Pioneer Engine Sold.

(Special Dispatch to The Journal.)
Union, Or., Nov. 30.—The little engine, ordinarily known as "The Dinkey," and used for a long time by the Central railroad, has been sold, and shipped to St. Helena, in the Columbia, where it will be used in the lumbering industry. This little engine had been the cause of much good natured rivalry toward Union and its railroad facilities for a long time.

Idaho Hog Nets \$73.50.

(Special Dispatch to The Journal.)
Weiser, Idaho, Nov. 30.—A few days ago Jack Grimmert of Weiser killed a hog that dressed the goodly weight of 490 pounds. He sold the meat for 15 cents per pound, which netted Mr. Grimmert \$73.50.

Rubber may be fastened to metal with a cement made by dissolving shellac in ten times the quantity of ammonia.

HAD PSORIASIS FOR TEN YEARS

Itching and Burning Terrible. Appearance Worse. Had Specialists and X-Ray, with Some Success. Others without Relief. Used Cuticura. In 4 Days Relieved. Inside of 2 Weeks Cured.

"I had been suffering with psoriasis for a period of ten years. It would disappear occasionally for a year or so and then return in worse form than before. The last attack came on a little over a year ago, and by early summer had covered the all over. The itching and burning were terrible, and my appearance was worse. I had tried different specialists and had had the X-rays used on me, sometimes with some success and at others without relief. In the early fall of 1909 I was induced to try the Cuticura treatment, by a party who had heard of a remarkable cure it had made, and I confess that I started, not only without faith, but with even prejudice against the medicine. In four days I was relieved of the inconvenience, and inside of two weeks cured, except for a slight discoloration of the skin, which wore off in a few weeks. I subsequently saw my friend Mr. _____ who had the same trouble. When he saw the wonderful effect of Cuticura upon me, he at once started the entire treatment and was well in about ten days. I beg to thank you for the relief you have given me, and if any one wants my testimony as to the merit of Cuticura for that trouble and will send me a stamped envelope with their address on it, I will be glad to send them a recommendation under my own signature, Harry G. Martin, 1003 Colvert Bldg., Baltimore, Md., Mar. 1, 1910."

Cuticura Remedies sold throughout the world. Petter Drug & Chem. Corp., Sole Props., Boston. Sold by all druggists.

SLAKE RIVER LINE HARRIMAN INTERESTS WILL BUILD TO LEWISTON AT EARLY DATE.

(Special Dispatch to The Journal.)
Lewiston, Idaho, Nov. 30.—The filing of certified articles of Incorporation of the Oregon-Washington Railroad & Navigation Co., the holding company of the Harriman interests, which has just been formed, for the first time officially disclosed the fact that the Huntington-Lewiston extension is to be constructed to Clarkston, where terminal grounds, right of way and depot grounds have but recently been purchased under cover, and from that point a bridge is to be built across the Snake river, near Lewiston to connect with the Lewiston-Riparia line, now operated by the Camas Prairie Railroad company. Lewiston is designated as the principal place of business in Idaho.

The principal feature in connection with the filing of the articles that vitally affect the Lewiston country is contained in the section describing lines under construction and to be constructed, and says: "The constructed and partially constructed and projected railroad and telegraph lines now owned, constructed or proposed to be constructed by the Northwestern Railroad company from a point on the Oregon Short Line Railroad company, about two miles east of Huntington, Or., and extending along the Snake river via Clarkston, Wash., and crossing the Snake river to a point of connection with constructed line of Oregon, Washington & Idaho Railroad Co. near Lewiston, Idaho."

PLAN TO DRAIN OVERFLOWED LAND

(Special Dispatch to The Journal.)
Merrill, Or., Nov. 30.—Bids will be opened December 15 for the construction of the Lost river dam at Wilson bridge. Bids for the digging of the drain will be opened this afternoon.

This dam is to be made of concrete, and be 20 feet in height. It is not intended that it will hold all the water coming through Lost river channel at all points of Huntington. In determining the size of the diversion canal, the engineers decided to build it to carry the ordinary flow of the river for eight months in the year. The dam, therefore, will not confine the flood water, which will in season flow over the dam into the Upper lake, in the regular channel of the river to Tule lake.

The construction of the diversion canal will require the use of a dredger and excavation work with teams. There is no steam shovel dredge in the Lower lake since the removal of the Klamath and the Upper lake, in determining the size of the diversion canal, the engineers decided to build it to carry the ordinary flow of the river for eight months in the year. The dam, therefore, will not confine the flood water, which will in season flow over the dam into the Upper lake, in the regular channel of the river to Tule lake.

BOX FACTORY HAS LARGE BUSINESS

(Special Dispatch to The Journal.)
Glendale, Or., Nov. 30.—The Glendale box factory, owned and operated by Campbell & Swigert of Portland, is one of Glendale's principal industries. It has been in operation since 1905, employing 60 to 100 men, with an average payroll of \$350 monthly. The factory handles practically the entire pine output of eight sawmills. The yard, in connection with the factory, contains one of the largest stocks of pine lumber in Oregon, and a large amount of the higher grades is shipped direct to eastern lumber centers and foreign markets.

The value of the material consumed in the manufacture of door stock and boxes is about \$15,000 monthly. The factory furnishes boxes for practically all of southern Oregon, but its principal market is southern California. Although handicapped to a certain extent by having to pay higher freight rates than most of its competitors, owing to able management and the exceptionally high quality and workmanship shown in the output, there is a strong demand for Glendale boxes.

MODEL DAIRY AT SHIPHERD'S SPRINGS

(Special Dispatch to The Journal.)
Carson, Wash., Nov. 30.—Sited about three miles from Shipherd's and overlooking the majestic Columbia is the famous Shipherd's Springs ranch. It is owned by E. L. Shipherd and consists

MAMMOTH OREGON RADISH



Radish taken from garden of T. W. Sala, Hardscrabble Farm, Washington county. Weight 21 pounds, circumference 32 inches. From 37 acres of soil Mr. Sala harvested 117 bushels per acre.

KLICKITAT COUNTY SCENERY



Upper—View along Columbia river near Shipherd's Springs. Lower—On the road to Shipherd's Springs.

of 160 acres, all under cultivation. The dairy is operated by three men, thoroughly versed in dairy farming. The oat hay, which is chipped before being given to the cows, is all raised on the farm. The bran is placed in a box in the manger ready for the cows as soon as they are brought into the barn. It requires the services of two men to care for the stock.

The cream is separated in a cooling room before being brought to the hotel for use. The milk is brought in large cans to the hotel every morning.

COMMISSION'S ORDER ON RATES RESTRAINED

(Salem Bureau of The Journal.)
Salem, Or., Nov. 30.—Judge William Galloway in the circuit court for Marion county made, an order Monday temporarily restraining the railroad commission from enforcing its recent order reducing freight rates between Portland and Banks over the Southern Pacific and Pacific Railway and Navigation companies' lines. Both railroad corporations were placed under \$10,000 bonds so that any damage that may result to shippers by virtue of the restraining order may be fully covered, and the court also gave the commission 20 days in which to answer.

Oswald West, railroad commissioner and governor-elect, made an argument in behalf of the order contending that the Southern Pacific and Portland Railway and Navigation company were Harriman lines and part of one system and that, therefore, the minimum rate of 25 cents between Portland and Banks was just and was in harmony with the conditions as they existed. The court, however, was in doubt, and the commission answer so that more evidence could

DAIRY CONVENTION PROGRAM READY

City Preparing to Entertain Large Crowd—Fine Exhibits for Three Days.

(Special Dispatch to The Journal.)
Eugene, Or., Nov. 30.—Following is the program of the state dairy convention to be held at Eugene December 3 and 4:

Thursday, December 3, 10 a. m.—Address of welcome, Irwin E. Toran, president Eugene Commercial club; response and annual address, Professor F. A. Kent, president of country, Willard Or.; discussion, address, "The Production of the Dairy Cow," J. M. Dickson, Shasta, Or.; formerly of Humboldt county, California; discussion, address, "Cooperation," A. H. Lea, Portland, president Oregon Cheese and Buttermakers' association; discussion, address, "The Dairy Industry," J. M. Dickson, Shasta, Or.; discussion, address, "The Dairy Industry," J. M. Dickson, Shasta, Or.; discussion, address, "The Dairy Industry," J. M. Dickson, Shasta, Or.

Friday, December 4, 10 a. m.—Address, G. R. Spaulding, U. S. Bureau of Animal Husbandry, Washington, D. C.; general discussion, 10 a. m., banquet in Commercial club rooms by Eugene Commercial club; distribution of Eugene souvenirs by Manager D. C. Freeman.

10 a. m.—Slaughter and demonstration of tubercular cattle, W. H. Lytle, state veterinarian. 11 a. m.—In convention hall, address representative of United States department of agriculture, Washington, D. C.; discussion, address, "Dairy Problems," Honorable E. Judd, Salem, Or.; discussion, address, "The Common Herd vs. Pure-bred Tested Cows," William Schuler, Hillsboro, Or.; discussion, "The Professional Man as a Dairy Farmer," L. R. Alderman, state superintendent of public instruction.

11 a. m.—Automobile and trolley ride, seeing Eugene, Springfield and surrounding country, ordered by Eugene Commercial club. 2:15—In convention hall, "A Dairy Inspector's Experience," formerly of a Dunsmuir state inspector, employed by the association; several addresses yet to be announced; payment of membership dues, \$2 per member; adjournment.

HILLSBORO WILL BE BIGGER, BETTER, BUSIER

(Special Dispatch to The Journal.)
Hillsboro, Or., Nov. 30.—A city mass meeting was held at the courthouse Monday evening to place in nomination for mayor, the annual city election next Monday.

Considerable discussion of proposed improvements was had, and the consensus of opinion that better street improvements and drainage should be provided, and the nominees for mayor and councilmen declared themselves in favor of improvements.

H. T. Bagley was nominated for mayor, the retiring mayor, Dr. A. B. Bailey, declining to run. Joseph Downs, W. D. Smith and E. I. Kurath for members of the council. Benton Bowman and F. J. Sewell were renominated for recorder and treasurer, respectively.

Two charter amendments are to be presented to the voters for rejection or approval, one of which provides for an extension of the city limits, and the other authorizes the council to order street paving, sidewalks, etc., at the expense of the property benefited.

WANT SILVERTON TRAIN BACK

(Salem Bureau of The Journal.)
Salem, Nov. 30.—A largely signed petition was received by the railroad commission this morning from the citizens of Hubbard, asking that the Silverton local be put back on its original run. It was recently taken off by the Southern Pacific since which time many requests have come for its reestablishment on the same schedule. It served the people of the small towns

SUIT TO SET ASIDE THE WILL OF CRIPPEN

London, Nov. 30.—Atholwyn Bayman, Williams and Coy this afternoon filed an intervention notice on behalf of unnamed persons praying that the will of Dr. Hawley H. Crippen which bequeathed to Miss Ethel Claire Leneve all his property, be set aside. No reasons are given by the attorneys, who do not state whom they represent. Crippen's son and other relatives live in the United States.

PIERCE ARROW

Covey Motor Car Co.

Seventh and Couch Streets

OREGON HOTELS

THE IMPERIAL

Oregon's Greatest Hotel
350 ROOMS, 104 SUITES
With Private Baths
NEW FIREPROOF BUILDING
MODERATE RATES
PHIL METSCHAN & SONS, Props.

Hotel Seattle, Pioneer Square, Seattle

\$400,000.00 recently spent on its interior. All furnishings and appointments new, modern and splendid.
HEADQUARTERS FOR PORTLAND PEOPLE
Hotel Oregon, Portland, Oregon
Both hotels conducted by Messrs. Wright & Dickinson

THE CORNELIUS

"The House of Welcome"
CORNER PARK AND ALDER STREETS
Beginning May 1 our rates will be as follows: Outside back rooms, \$1 per day; single front rooms, \$1.50 per day. Our omnibus meets all trains.
Portland's Newest and Most Up-to-Date Hotel
C. W. CORNELIUS Proprietor H. E. FLETCHER Manager

NEW PERKINS

FIFTH AND WASHINGTON
OPENED JUNE 1908
A Hotel in the very heart of Portland's activity; modern in every respect. Rates \$1.00 and up—Moderate price Restaurant in connection.
L. Q. SWETLAND, Secretary and Manager

THE PORTLAND

PORTLAND, OR.
European Plan
Modern Restaurant
Handicrafts for Tourists and Commercial Travelers. Special rates made for families and single gentlemen. The management will be pleased at all times to show rooms and give prices. A modern Turkish bath establishment in the hotel.
E. G. Bowers, Mgr.

Hot and Cold Water Long Distance Phone
IN EVERY ROOM

Hotel Lenox

COR. THIRD AND MAIN STS.
E. D. & V. H. JORGENSEN, Props. & Mgrs. RATES \$1.00 & UP

On Your Trip East

The Oriental Limited

Enjoy all the pleasures such a trip affords by using

The magnificent electric lighted through train to Minneapolis, St. Paul and Chicago. Compartment-Observation Car, superior Standard and Tourist Sleeping Cars, Day Coaches and Dining Car in thorough service on this train. The Vacuum Cleaner System, Four o'Clock Tea, News Bulletin and Telephone Service are among its new features. Leaves Portland 7 p. m. daily. Try it on your next trip to Spokane, Minneapolis, St. Paul, Chicago and East.

TICKETS AT GREAT NORTHERN CITY TICKET OFFICE, 123 3d St. and ST. JOTT ST. STATION, 12th and Hoyt.
H. DICKSON, City Pass' Agent H. A. JACKSON, A. G. F. & P. A.

Great Northern Railway

You wash dishes about two hours every day. That's one hour wasted!

Dishes get dirty, greasy and sticky and soap will not clean them. Soapy dish water merely cleans the surface; it doesn't dig out the corners and drive out the decayed food particles. Moreover, soap leaves your dishes with a soapy, animal-fat smell, that is far from inviting.

GOLD DUST is the sanitary dish washer. It not only cleans the surface, but digs deep after hidden particles of dirt and kills the germs of decayed food which ordinary dish-water overlooks. GOLD DUST sterilizes as well as cleanses.

Besides doing the work better than soap or any other cleanser can, GOLD DUST will save just half the time you spend in washing dishes.

Do not use Soap, Naphtha, Borax, Soda, Ammonia or Kerosene with Gold Dust. Gold Dust has all desirable cleansing qualities in a perfectly harmless and lasting form.

Made by THE N. K. FAIRBANK COMPANY Makers of FAIRY SOAP, the oval cake

Despair and Despondency

No one but a woman can tell the story of the suffering, the despair, and the despondency endured by women who carry a daily burden of ill-health and pain because of disorders and derangements of the delicate and important organs that are distinctly feminine. The tortures so bravely endured completely upset the nerves if long continued.

Dr. Pierce's Favorite Prescription is a positive cure for weakness and disease of the feminine organism.

IT MAKES WEAK WOMEN STRONG, SICK WOMEN WELL.

It cures inflammation, heals ulceration and soothes pain. It tones and builds up the nerves. It fits for wifehood and motherhood. Honest medicine dealers sell it, and have nothing to urge upon you as "just as good."

It is non-secret, non-alcoholic and has a record of forty years of cures. Ask Your Neighbors. They probably know of some of its many cures.

If you want a book that tells all about women's diseases, and how to cure them at home, send 21 one-cent stamps to Dr. Pierce to pay cost of mailing and he will send you a free copy of his great illustrated Common Sense Medical Advice—revised up-to-date edition, in paper covers in handsome cloth-binding, 31 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.