

INDUSTRIAL NEWS OF THE NORTHWEST

WORK TO BEGIN ON IDAHO CENTRAL

Oregon Short Line Begins Construction on 200 Miles of Main Line.

(Special Dispatch to The Journal.) Boise, Idaho, June 10.—Grading on the Idaho Central railroad is at last a reality. Local railroad men were officially notified of this action today. To Boise it means the first actual construction on what promises to become the main line of the Oregon Short Line through this city. The link of the 200 miles of road that will be constructed this year will connect Richfield with Long Prairie. Richfield is being made the hub of the railroad activity and is the center of supplies for all of the construction camps that are being maintained. Just now it is humming with railroad activity.

Where Lines Will Run  
The Central Idaho railroad will be built from Owinna and Payette. It has often been referred to as the Owinna cut-off. According to the plans of the Harriman system, the Union Pacific is to be double-tracked from Omaha to the point in Wyoming where it joins the Oregon Short Line and the latter road is to be double-tracked across Idaho to Huntington, where the Harriman system goes under the name of the Oregon Railway and Navigation company, and this is to be double-tracked into Portland.

Railroads there who are close to the plans of the Short Line officials and the Harriman system declare that instead of building an immediately parallel double-track along the Short Line, the greater portion of southern Idaho, the road will be double-tracked from Owinna to Owyhee and from that section the new line will branch off into and become the Idaho Central and while it will afford the Harriman system new territory to feed from, it will at the same time serve the purpose of a double track, joining again as it will the Oregon Short Line at Payette, after passing through Richfield, the Camas prairie and Boise. Most of the right-of-way has been purchased.

Right of Way Bought  
While not quite all the right-of-way has been contracted for, most of the obstructions being the non-resident land owners, it is expected that other contracts will be closed up amicably this week. How any one up on the prairie, now 25 miles from the nearest railroad, could attempt to block a new road that doubles the value of his own farm and every other man in his neighborhood, is one of the mysteries. But condemnation action will give the road a right-of-way on a fair basis.

There is a good deal of speculation as to just where stations and towns are to be located between here and the terminus of the road. The survey men are about a mile and three-quarters, and Corral by about a mile farther. These distances are so far as to practically put the old towns out of the business race, and new towns are almost a certainty. A town, Nix, has been laid out on the railroad at a point nearest the old town of Soldier, and it is reported that a very extensive sale of town lots has been made. No townsite has as yet been laid out to meet the needs of the Corral people.

TYPES OF MEN SEEKING GOLD IN DISTRICT OF RECENT GREAT STRIKES, JOSEPHINE COUNTY, OREGON



T. Ralph Pittcock and Horace Stevens, both of Portland. Taken May 27, 1911, at the extreme summit of Eight Dollar mountain, overlooking the mining district near Kerby, Or. Pittcock is a nephew of H. W. Pittcock; Stevens, who is seated on the rock monument at the apex, is a former government employe.

REDMOND WATER PLANT WILL COST \$25,000

(Special Dispatch to The Journal.) Redmond, Or., June 10.—Definite plans have been made for the construction of the water pipe line from Clime Falls to Redmond. The work will cost about \$25,000.

With the new water system it is proposed to pump water from the Deschutes river at Clime Falls through a six-inch main to a tank in Mountain View addition, elevated 100 feet high, with a capacity of 100,000 gallons. Six inch mains are to be provided on all the city streets that will be piped.

The Oregon Trunk railroad will build a 50,000 gallon tank and take water from the city tank as soon as the plant is in operation. It is expected that the system can be installed and ready for operation in 60 to 90 days after the contract is let.

Build Macadam Road.  
(Special Dispatch to The Journal.) Medford, Or., June 10.—The Clark & Henry Construction company, has been awarded a contract to build an asphalt macadam road between this city and Central Point. The road will be 16 feet wide, the asphalt macadam four inches in thickness, and laid hot. The contract price is \$12,000 a mile. Work will start within 20 days and will be rushed to completion. The road will be the first of its kind to be constructed in the state.

Demolish Old Flume.  
(Special Dispatch to The Journal.) Milton, Or., June 10.—Workmen are tearing down the flume used to carry water to the Peacock mills. The mill company will build a barrel flume and it is the intention to begin the erection of the new Peacock mill within the next few weeks. The structure will be of concrete and will be much larger than the old one.

Depot for Kennewick.  
(Special Dispatch to The Journal.) Kennewick, Wash., June 10.—Work has been started on the O.-W. R. & N. company's new brick passenger depot. Since inaugurating service last March the railroad company has been using a wooden shack which was used by the Northern Pacific as a depot 10 years ago when Kennewick was a water tank.

Big Crop of Honey.  
(Special Dispatch to The Journal.) Idaho Falls, Idaho, June 10.—J. E. Miller of this city, secretary of the association, announces the statement that the association members will market 300 tons of extracted honey this season, the greater part of which will go to Ohio and other eastern states and the southern coast markets.

Weiser Has 3430 People.  
(Special Dispatch to The Journal.) Weiser, Idaho, June 10.—The census taken by the Commercial club shows the population of Weiser to be 3430, or 330 more than the number allowed by the federal count. Another interesting feature of the report shows 1181 school children within the city limits.

Warehouse at Kennewick.  
(Special Dispatch to The Journal.) Kennewick, Wash., June 10.—The Kennewick Distributing company has been organized here with \$15,000 capital stock. The company will build a warehouse here and handle merchandise in the Inland Empire.

Big Lumber Contract.  
(Special Dispatch to The Journal.) Haines, Or., June 10.—The contract for supplying 800,000 feet of lumber to be used by the government in the construction of an extensive irrigation project in Idaho has been awarded to J. F. O'Bryen of Haines.

More Water at Hillsboro.  
(Special Dispatch to The Journal.) Hillsboro, Or., June 10.—A well 27 feet deep, located on the Hillsboro Garden tracts, seems to have pierced a lake of pure water. An electric pump throwing 150 gallons per minute, failed to lower the water in a 24-hour test.

John P. White, president of the United Mine Workers of America, has gone to Kansas City to take up some differences among miners in regard to the settlement of the "powder dispute" between miners and operators.

Topics of Interest in the Realm Feminine

Fads and Fashions

New York, June 10.—An inspection of the displays in the fashionable shops shows many of the prettiest simple models shown in linen, taffeta, chiffon, tulle, and silk, and are made up into quaint little frocks of decided simplicity, with fichus or big, soft collars of muslin, net or lace.

A wide band breaking the skirt-length of tulle or a figure necker or tall, and this objection may be urged, too, against many of the tunic effects in connection with short skirts, although where the tunic falls low or its edge is not emphasized by striking trimming, this objection is not a serious one for the ordinary figure.

Those who held that the harem skirt would find no authoritative acceptance have been justified by the event. The exclusive set during the Riviera season and at the early Parisian events has given absolutely no encouragement to the much copied harem skirt.

Plaited flounces and scant, flat lying ruffles make their appearance here and there, hinting at rebellion against the long maintained narrow lines, though even these plaits and frills are so subdued that they give absolutely no suggestion of bouffancy.

Plaited flounces of net bordered narrowly by bead embroidery, sometimes cover an entire skirt of satin, from the narrowness of which they detract scarcely at all, and a charming taffeta frock is flounced in flat, overlapping flounces to the waist, and the light green tulle, with a taffeta waist in similarly fashioned to top the flounced skirt, but these are, of course, the exceptions.

Striped cottons and linens are used for many of the inexpensive morning frocks, and some of the models in the cheap cotton stripes and stripes, which are pretty, they might well be made to do duty for any informal summer afternoon and evening purpose. The black and white stripes regular and rather wide make up very modishly and are shown in some of the inexpensive materials, though one sees more of the stripes around with very narrow black striping.

Pink is one of the best summer hat colors, and beautiful hats are shown in the soft pastel tones of pink trimmed in big soft roses shading through the lavender and purple, or in black and white stripes, or in black and white stripes shading through dull pinks and smoky grays. Some attractive things are done, too, with soft pink chiffon stretched plainly over fine white straw.

Feathers are used even more than flowers in the very dressy large sun hats, but flowers are spruced upon many of the smaller shapes, quite covering the crown and giving it prodigious height.

Many of the sleeves are extremely short, a detail in keeping with other empire ideas, and one finds the sleeves of the smartest models taking on bell lines instead of falling straight in peasant fashion.

The three-quarter sleeve is popular, and oddly enough, the summer season has brought out a good many long sleeve models, which will be far less common than those with short sleeves.

Jackets of fine linen, trimmed with baby Irish, antique or Valenciennes lace, are modish and add a decided touch of elegance to the plain blouse or waist.

Glass, porcelain or bone buttons may now be bought to match almost any color of dress material.

Silk marquisettes, volles and grenadines have taken the place of chiffon to a great extent this season, and all these materials are closely copied in cotton fabrics.

KISSING COLLEGES—WHAT?

By Darra Moss.  
The Art of "Spooning" Should be Taught in Public Schools and Colleges.

The above suggestion is the latest bit of new thought to break from the fevered brain of a high school professor. What do you think of this crowning advice, ya parents and guardians? Have you advanced sufficiently along the "cult" route to have your little ones taken in hand in the public schools and following the theories of scientific courtship? Do you wish your little daughter to be treated to a side-course in matters ocular, along with her reading and writing and arithmetic?

Of course, the amatory instruction will be according to the most scientific rules, and the instructors the very best in the market. Only teachers who have post-graduate diplomas in the perfection of practice will be employed to direct the youthful steps in "spooning."

It is also a safe bet that the supply of teaching will be unlimited. Be you may rest assured, fathers and mothers, that your offspring will have every advantage in this latest move toward eliminating any excuse for the chaperon.

CONDENSED REPORT OF THE UNITED STATES NATIONAL BANK

Submitted to the Comptroller of the Currency June 7, 1911

ASSETS	LIABILITIES
Loans and Discounts \$ 6,330,537.02	Capital \$ 1,000,000.00
U. S. Bonds at Par... 1,054,100.00	Surplus ..... 300,000.00
Municipal and Railway Bonds ..... 1,068,406.46	Undivided Profits ... 416,570.10
Bank Building ..... 125,000.00	Dividends Unpaid ... 649.50
Cash and Exchange... 5,326,012.57	Circulation ..... 800,000.00
	Deposits ..... 11,186,836.45
<b>\$13,904,056.05</b>	<b>\$13,904,056.05</b>

Attest Correct: J. C. AINSWORTH, President.

STATEMENT OF CONDITION OF LUMBERMENS NATIONAL BANK OF PORTLAND

At the Close of Business, June 7, 1911

RESOURCES	LIABILITIES
Loans and Discounts... \$2,764,692.15	Capital ..... \$ 500,000.00
Overdrafts ..... 5,387.06	Surplus and Undivided Profits ..... 83,238.89
U. S. Bonds to Secure Circulation ..... 250,000.00	Circulation ..... 250,000.00
Other Bonds and Premiums ..... 228,990.34	Stock Subscription Account ..... 166,100.00
Real Estate ..... 800.00	Dividends Unpaid ..... 75.00
Furniture and Fixtures. 25,000.00	Drafts Accepted under Letters of Credit.... 1,629.05
Customers' liability under Letters of Credit.... 1,629.05	Deposits ..... 3,581,014.13
Due from U. S. Treasurer. \$ 12,500.00	
Due from banks ..... 642,962.59	
Cash on hand 650,092.88	
<b>\$1,305,555.47</b>	<b>\$4,582,054.07</b>

STATEMENT OF CONDITION OF LADD & TILTON BANK

At the Close of Business June 7, 1911

RESOURCES	LIABILITIES
Loans and discounts... \$ 7,000,510.71	Capital stock fully paid \$ 1,000,000.00
Stocks and bonds..... 4,129,730.59	Surplus and undivided profits ..... 723,972.30
Real estate ..... 75,000.00	Demand deposits \$7,828,662.34
Cash on hand and due from banks ..... 4,298,641.85	Time and Savings Deposits 6,922,766.28
<b>\$15,498,802.85</b>	<b>\$15,498,802.85</b>

OFFICERS  
W. M. Ladd, President. Robert S. Howard, Asst. Cashier.  
Edward Cookingham, Vice. Pres. J. W. Ladd, Asst. Cashier.  
W. H. Dunckley, Cashier. Walter M. Cook, Asst. Cashier.

REPORT OF THE CONDITION OF MERCHANTS NATIONAL BANK

PORTLAND, OREGON  
At the Close of Business, June 7, 1911

RESOURCES	LIABILITIES
Loans and Discounts \$1,393,267.03	Capital Stock ..... \$ 250,000.00
U. S. Bonds ..... 400,000.00	Surplus and Undivided Profits ..... 115,547.61
Other Bonds, Stocks and Warrants ... 682,831.37	National Bank Notes Outstanding ..... 250,000.00
Real Estate and Mortgages ..... 48,336.05	Dividends Unpaid ... 365.50
Furniture and Fixtures ..... 8,000.00	Deposits ..... 2,991,337.41
Cash and Due from Banks ..... 1,074,816.07	
<b>\$3,607,250.52</b>	<b>\$3,607,250.52</b>

PROSPECTORS MAY BE GIVEN AID IN WORK

(Special Dispatch to The Journal.) Boise, Idaho, June 10.—Recently there has been renewed interest in mining in the Idaho City district and it is felt here that the prospector should be given all the latitude possible to work. It has been suggested there that in order to stimulate the prospector to further effort a grubstake fund be established after plans laid out in other mining districts of the country.

With the opening up of the range to the prospector, the assurance of means of livelihood is all that remains to again cover the hills of Idaho with the gold hunters. Most of the men who are best informed on the secrets of the hills are those who have had moderate means and who cannot afford to take a chance as they could in the old days, by providing their own grubstake.

The move which has been made by Idaho City people in the request to the Gov. now is in keeping with the agitation for the opening of the range and with the strikes which have been made in various parts of Idaho within the past few weeks it is felt that the old time spirit of Idaho City should assert itself and that the district should again become the most famed mining section in the state as it was years ago when it is said to have boasted of as large a population as Boise does today.

HIGH POWER WIRES TO CONNECT AT VALE

(Special Dispatch to The Journal.) Vale, Or., June 10.—That Vale will be connected this fall by the transmission wires of the big electric power plant of the Tulluride Power association near Hillsboro, Idaho, is now a certainty. Work at the plant is being pushed to completion as fast as possible. May 29 Attorney Jess Hawley of Boise obtained a franchise from the council of Mountaineers giving the Beaver River Power company the right to run a high power transmission line through that town. The Beaver River Power company is one of the sub-companies of the Tulluride Power association of Salt Lake and also owns the Vale Light and Water company.

The transmission wires from the new plant on the Malad river will run through a number of towns on the line into South Boise on to Fayette and into Vale. The transmission has already been constructed for a number of miles and the plant and local light company officials believe it will reach Vale this fall.

SALT LAKE & IDAHO RAILROAD TO BE BUILT

(Special Dispatch to The Journal.) Boise, Idaho, June 10.—Work has begun on the construction of the Salt Lake & Idaho railroad. The survey for the new road is being made from the Lucin cut-off north of Burley, Idaho, a distance of more than 150 miles. The line of survey is through the Raft River valley country, held by many who have investigated to be the richest agricultural land in the country. Water will be taken from Raft River to irrigate 95,000 acres of land. The new road is to run directly through this strip of land.