

POWER PLANT TO COST \$500,000

SYNDICATE OF WALLA WALLA
CAPITALISTS WILL BUILD

Plant Will Have 5000 Horse Power Capacity—Construction Work to Be Started at Once—Electric Roads Planned—Walla Walla County Will Be Connected With Columbia River Points.

Announcement was made yesterday that rights of way for a power house, flume and water privileges on the South Fork of the Walla Walla river, several miles above the present power plant of the Northwestern Gas and Electric company, have been secured by the trustees of the Washington and Oregon Traction company, a syndicate of local capitalists, which intends to build a 5000-horse power plant in the near future, says the Walla Walla Union. Forest Supervisor J. M. Schmitz returned yesterday from a several days' trip of inspection of the vicinity where the new plant will be located, and while there he approved the application of the company asking for a flume right of way through the Wenaha national reserve.

The new company has been organized for some time, and plans have been in process of formation for several weeks to erect a power plant on the Walla Walla river. When completed the power house of the Washington and Oregon Traction company will be capable of generating 5000 horse power, and will represent an expenditure of approximately a half million dollars. The promoters of the new power plant intend to furnish power for and operate the future electric lines of the Walla Walla valley and surrounding territory. Rights of way have already been secured by the company for a road to the summit of the Blue mountains, about 30 miles distant from Walla Walla.

Although it is not definitely known just what the next move will be, those who are in a position to know say the line will probably be extended to the Walla Walla valley on the one side of the Walla Walla, and to the Columbia river on the other, thus placing eastern Washington and Oregon in direct communication with tide water.

Tremendous Force.
Forest Supervisor Schmitz, when speaking of the site for the proposed new plant, said yesterday afternoon that in his judgment the Washington and Oregon Traction company would have a much better located power plant than that of the Northwestern Gas and Electric company, and one which would not be so difficult to construct. The application filed with Mr. Schmitz by the company for the flume rights of way places the intake some five or six miles above the site of the proposed plant, inside the Wenaha national forest reserve. The new power house will be located similar to the one now operated by the Northwestern Gas and Electric company, being situated, as it will, at the foot of a bluff on the side of which will be an immense reservoir. A huge steel pipe, capable of resisting a tremendous pressure, will carry the water from the reservoir down several hundred feet of steel piping to the wheels in the power house, where the mighty force gathered in the fall will create at least 5000 horse power.

Begin Work at Once.
Members of the company have been anxiously awaiting the approval of Mr. Schmitz of the application for rights of way through the forest for several weeks past, and it is believed that actual work on the new power house and flume foundation will be started at once. To anyone who has seen the present power plant on the Walla Walla river an adequate idea of the new plant can be obtained when it is stated that the capacity of the latter will be just twice that of the former.

With such an immense amount of power it is probable that the company will not only build a road connecting the interior of eastern Oregon and Washington with Columbia river points, but that branches will be built in other directions and eventually the whole of the Walla Walla valley and country tributary will be literally gridironed with electric roads. What value these roads have to a country can already be seen in the wonderful change and improvement which has taken place in the country between Walla Walla and Milton since the inauguration of the Walla Walla Valley Traction company's line. Land values have risen to a marked degree, and the whole country has appeared in an entirely different aspect. With an electric line connecting the Walla Walla and Grand Ronde valleys with Walla Walla and the intermediate country improved to a high state, it is estimated that the products of the country will be increased many fold.

The new enterprise is being financed entirely by local capitalists, and is under the direction and management of a board of trustees composed of E. S. Isaacs, Max Baumelster, C. K. Holloway, Allan H. Reynolds, Samuel Drumheller, John Smith, W. A. Ritz and John L. Sharpsteen.

ROAD ACROSS WASHINGTON.

State Highway Will Run From East to West Border.

The coast Magazine of Seattle says of the state highway being built across Washington:
A wagon road is now under construction across the state of Washington from east to west, and a large number of surveyors are now at work in the Cascade mountains laying out the line along which it will pass. When completed it will be one of the best mountain roads in the northwest. It will be a direct route from Ellensburg to Puget sound, and will bring eastern Washington in direct

touch with Seattle and Tacoma. It is planned for the road to have a maximum grade of only four per cent. The road westerly from the Easton bridge takes the northeast bank of the river; it then skirts Kachelus lake and then over the summit of the Cascades through the Snoqualmie pass to Seattle. This will be a most beautiful, scenic route, and when completed will afford automobilists one of the grandest trips found upon the American continent.

Many eastern Washington residents who own autos—and there are many of them—will no doubt take advantage of this route to make a run over to Seattle and Tacoma in the summer months.

This highway, it is estimated, will cost over \$100,000, and it will be worth every cent of it in more ways than one.

FLEET BRINGS MONEY.

Farmers Profit by the Visit of the Battleships.

It is estimated that the farmers of the Pacific northwest have profited to the extent of \$1,500,000 through the visit of the battleship fleet to this coast, says the Coast Magazine. Scores of foreign steamships were sent to this coast with fuel for the fleet of Admiral Evans, and found it impossible to get anything but a wheat charter for the return trip. As a result of the sudden increase in the charter market, rates tumbled harder than exporters have known in years. Six months ago steamship charters were being made on the basis of 36 to 40 shillings for a trip to Europe. A few days ago charters were made on a basis of 22 shillings 6 pence for steamships and 20 shillings for sailing vessels.

This slump in charter rates saved the farmers of eastern Washington \$1,500,000. Grain exporters point out that they have been paying to the grain raisers the total amount of the saving in shipping charges and cite the fact that the difference between Chicago and Seattle grain prices was never so small.

TO VIEW THE FLEET.

American Battleship Fleet Will Be on Puget Sound From May 21 to 26.

On account of the American battleship fleet celebration at Seattle on the Puget Sound, the O. R. & N. company will sell tickets to Portland at the rate of \$9.15 for the round trip. The dates of sale at Pendleton are May 21, 22, 25 and 26 with return limit 14 days from date of sale.

Tickets from Portland to Seattle can be purchased on the same low basis from here to Portland and thousands are taking advantage of this opportunity to see the great battleship fleet in the waters of the sound. For further particulars inquire F. J. Quinlan, agent O. R. & N., Pendleton, or William McMurray, general passenger agent, Portland.

Hotel St. George.

Ralph Steward, Walla Walla; E. H. Lynch, A. Peters, Seattle; J. E. Hawkins, Pendleton; J. Wanderslice, Portland; Guy L. Richardson, Portland; E. J. Brown, Portland; E. O. Parker, Pilot Rock; R. R. Wood, Echo; J. W. Jett, Baker City; M. Kelly, Detroit; Edward Culp, Wm. Reddig, Portland; R. B. Stanfield, Echo; S. E. Carr, Chicago; L. M. Funk, Spokane; C. B. Clement, Portland; Wm. J. Harris, Indianapolis; N. Bramwell, C. Berkeley, Portland; Jesse C. Moore, T. F. Carpenter, Portland; G. L. Shaw, Seattle O. R. Greene, Portland.

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Woman's Face Turned Black.

Suddenly attacked by a peculiar ailment in the city jail yesterday afternoon, Mille Watkins, serving a sentence for vagrancy and drunkenness, gradually became black from her head down, and she was hastened to St. Vincent's hospital, where she lies in a critical condition, says the Portland Telegram. Heart weakness due to liquor is ascribed as the cause of her malady, and it is thought she will not recover.

\$100 Reward, \$100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have offered One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address: F. J. CHENEY & CO., Toledo, O. Sold by all Druggists, 75c. Take Hall's Family Pills for constipation.

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FASHION LETTER.

New York, May 14.—Many well-dressed women, who must yet economize in expenditure, make a practice of carrying out a one or two color scheme in their wardrobe of the season. Thus, we will suppose that last summer's clothes carried out the idea of green; many of these clothes are still good and with some renewing can be made to do much service. This season's color is to be brown, which will agree with the green and combine well with other colors and what may be chosen next year. In this was much worry, care and annoyance is lost and one is not always fretting for fear that their outfit will be a hodge podge; for if all provisions have been bought with the remembrance that they must harmonize or contrast with green and brown and these peculiar shades of green and brown, there will be little chance for crudeness.

The tailored suit of last season was a covert suiting in olive green and under the cleaner's and tailor's hands became practically a new gown for morning and business wear. With these were worn in the morning shirt waists of the tailored type made of fine white linen decorated with tucks or applied bands and fine stitchings. These shirt waists were made more decorative by the addition of embroidered or striped colors either of the turn over or stock variety showing green and broken in the stripes or embroidered. Plain white belts or a colored one in leather would be worn. The shoes and stockings and spats were in brown, but the gloves very nearly matched the gown in color. The hat used with this costume was a modified sailor in brown and banded with a wreath of foliage and over the left side flowed a green feather.

A more elaborate costume was constructed of brown pongee, ornamented with bands and inserts of the pongee done with green silk embroidery, and flit lace over green silk for the underblouse. Although a hat had been procured for this gown also the first one described could well be worn with it on rainy or dull days. The dress hat was of cream lace straw, trimmed with pink roses, long white aigrettes and twisted tulle bands, which last surrounded the brim, making it much higher than it really was.

A pretty dress of last season was renewed by using a new underlip of green and brown plaid, which showed plainly through the organza of white printed with pink and green foliage. New ribbons for sash and bows were bought showing Dresden colors. Volle in a champagne shade made over a green silk constructed by the princess mode trimmed on the front panel the armholes and neck with beautiful lace embroidered in colors, while the yoke and sleeves were cream chiffon. A beautiful embroidered belt or rather girdle, was of handsome embroidery showing many different shades in its coloring.

With this outfit were many white suits and party dresses, etc., and a shirtwaist suit was a white cotton voile with brown, another in brown and white and grey check of mercerized gingham. A baby princess was of cotton rajah spotted with brown spots about the size of a ten cent piece, the ground color being the natural pongee shade. The underblouse was of coarse cream lace trimmed with bands of lace and the edges of the gown proper were decorated with flat bands of brown silk.

A new walking skirt was made from a chiffon panama having a hairline of silk thread a shade darker than the goods.

Hamilton Is Candidate.

A. N. Hamilton's name will go on the ballot at the coming election as an independent candidate for railroad commissioner in the second district in opposition to Clyde B. Altchison, who defeated him in the republican primaries, and Oglesby Young, the democratic nominee, says the Oregon Daily Journal. His right to file his petition with the county clerk was decided by Presiding Judge Gantenbein in the circuit court this morning, the court granting a mandate requiring that his name be given a place on the ballot.

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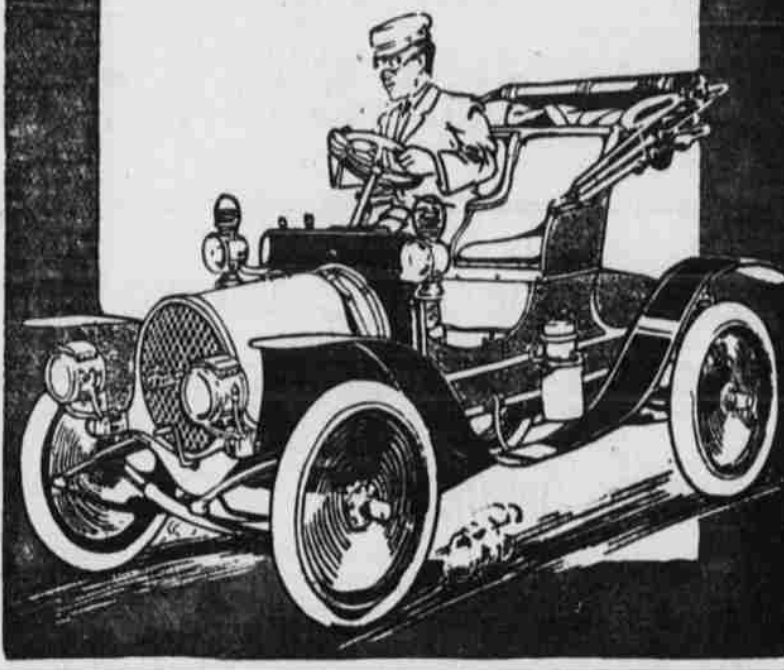
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