

## TO RECLAIM 250,000 ACRES

### Millionaires Pettigrew and Hollister Have Started the Preliminary Work on Big Reclamation Project Around Moses Lake—Prospects Rosy for Grant County

## PRICE OF MEAT GOES UP

### HIGH PRICES OF OTHER CITIES REACH WENATCHEE — COST OF LIVING GETTING HIGHER AND END NOT IN SIGHT.

The cost of living has gone up another notch. Changes in the market reports were received too late today for correction and the present prices on meats are in nearly every instance from 2 1-2c to 3c cents higher.

Wenatchee has been slow to feel the increase in prices, as the surrounding country was formerly a cattle center and there is still a lot of stock on the nearby ranges. But the cutting of the range into small ranches has had its effect and today the butchers are obliged to send as far away as Montana to supply the home consumption.

It is stated, too, that the people of this section are becoming more particular and require the choicest cuts all the time. People who were formerly satisfied with cheap meat now have to have the best that the shops afford. As a result the choice cuts are going up in price and the cheap meats are becoming cheaper.

It is claimed by restaurant men that it is no longer possible to serve a two-bit meal in this city. Steaks can be sold at that price, but the regular cuts are costing too much nowadays to allow a restaurant man any profits from a twenty five cents service.

One restaurateur on the avenue stated that meat is not alone in the high price list but that all the regular articles of restaurant service have been costing proportionately more and that as far as his business is concerned, he is giving the matter little thought. As a middleman he breaks even and the customer must fight it out with the higher powers. Another man who has tried to serve twenty-five cent meals states that he can no longer do so. Unless a customer will be content with meats served in miscellaneous chunks, known as goulash, stew, hash, boiled dinner, etc., the dinner check must be slightly larger than it has been in the past.

The butchers feel that the public will understand their position in the matter and realize that no effort is being made by local parties to hold up the public. The quotations in Spokane and eastern papers are available to everyone and when the local meat supply is exhausted the butchers have no recourse but to pay the prices of the east. The prices of meat in this city are the same as those that are charged in Wisconsin towns, according to a letter just received by a Wenatchee butcher.

## TO ARBITRATE CAR STRIKE

### BUSINESS MEN'S ASSOCIATION TAKES INITIATIVE TO PUT AN END TO MOST DISASTROUS TIIEUP IN YEARS.

Philadelphia, Pa., March 8.—Philadelphia hopes the city wide movement began yesterday by the United Business Men's association to end the great strike will meet with more success than the effort made last week when the same body of men asked the Philadelphia Rapid Transit company and Mayor Reyburn to arbitrate with the men but got no satisfaction.

The association has been enlarged by taking in other organizations and will make a united attack on the warring elements in the interest of the peace and general welfare of the city. Business, especially in the central part of the city, suffered to an extent not known for years.

Union leaders say 125,000 unionists are on a strike and that 20,000 more union employees will join

That Grant county will soon furnish prosperous homes for thousands of families, is now assured. This, the last great grazing ground in the Inland Empire, will soon be transformed into splendid fields of alfalfa, grains and unrivalled fruit. Unlimited capital awaits only the report of Engineer Jacobs, of the United States Reclamation Service, to commence operations which will reclaim 500,000 acres of rich, volcanic ash prairie; and now it can be stated upon definite knowledge that the capitalists who swung the Twin Falls project in Idaho have started operations to reclaim 250,000 acres surrounding Moses Lake, south of Ephrata, Grant county. The land to be reclaimed and the climatic conditions in Grant county are pronounced by these capitalists to be far superior to the land and climate of Twin Falls.

Last fall there appeared at Moses Lake and Ephrata an unassuming stranger who registered at the local hotel as Wm. Scheffel, Twin Falls, Idaho. Few took any notice of his business, but an examination of the records in the auditor's office of Grant county shows that he has been pretty busy. The minute the appropriations of water on Moses lake by the McConihie Moses Lake Irrigation company expired he appropriated 4,000 cubic feet per second at the same points on the lake contemplated by the McConihie project. It also appears that he filed on 30,000 cubic feet of water at Priest Rapids on the Columbia for the purpose of developing electric power. The filings were made on the 4th and 13th day of January, 1910, respectively. At the same time it is officially reported by the Northern Pacific railway authorities that the option which L. F. McConihie and his associates had on the 400,000 acres of railroad land about Moses lake having expired, the same had been taken by Senator Pettigrew of South Dakota and Millionaire Hollister of Chicago. During the last month the two sons of Senator Pettigrew have been classifying lands in the vicinity of Moses lake and now Scheffel, who turns out to be the superintendent of construction for the Pettigrew and Hollister interests has again appeared on the scene and announces that he will put a large crew of men to work at once at Moses lake. He announces that Moses lake, the natural reservoir of the Inland Empire, possessing an unlimited supply of water from artesian springs, will furnish enough water to reclaim 250,000 acres. Few people realize that this fresh water lake is over 18 miles long, a half mile wide and 400 feet deep.

It is planned to install a large pumping station on the east side of the lake in section 31, township 20, N. R. 28. It will be necessary to lift the water a height of 150 feet, but the ample electric power which the company will develop at Priest Rapids, a distance of but 30 miles, will make the problem simple. In California a farmers' association is lifting water a height of 350 feet by electric power at a maintenance cost of only \$5.00 per acre. Since it has been demonstrated that fruit can be raised as successfully at the lake as at Wenatchee, only 40 miles away, the maintenance charge will be trifling compared to the results. And the best recommendation that Grant county has as a fruit country is the unlimited confidence which successful fruit men of Wenatchee have in it.

On the west side of the lake the lift is but 110 feet and at the lower end thousands of acres can be irrigated by the gravity system. The company also plans to furnish electric power to those possessing private irrigating plants and to equip electric railway lines in the county.

The railway companies have not lost sight of the immense possibilities of Grant county. The Northern Pacific has now under actual construction a line from Adrian to Connel, which runs parallel with Moses lake six miles to the east. The same road, competing with the Milwaukee, is also building a line from Ritzville westward to the lake and the survey has been extended across the lower end of the county to Beverly where the Northern Pacific will likely cross the Columbia and thence across the Cascades via Ellensburg. It has been

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## DISENFRANCHISE NEGRO

### MISSISSIPPI CONGRESSMAN INTRODUCED RESOLUTION TO SUBMIT THE PASSAGE OF NEGRO AMENDMENT.

Washington, March 8.—That the fourth and fifteenth amendments to the constitution were null and void was declared by a resolution introduced by Representative Sisson of Mississippi, and directs the attorney general to submit the question to the supreme court.

Sisson's resolution recites that the journals of the senate and house of the 39th, 40th and 41st congress show two amendments relating to the enfranchisement of the negro but that they were not adopted by the two houses by a two-thirds vote and further more three-fourths of the several states did not ratify them as required by the constitution. The attorney general is ordered and directed to submit the question of their validity to the supreme court and to file at the same time with the court copies of the journals of both houses of congress and of the legislatures of the states which acted on the matter.

Appreciate Arc Light. The residents in the neighborhood of Chelan and 2nd wish to express their appreciation of the city council's prompt action in providing the arc light that they requested a short time ago.

Opens Camp. The Orchard Growing company has opened its first camp of the season on the Sunnyslope Orchards and is starting a force of men. Other camps will be opened in different parts of the valley as the season advances. This company has so much business on hand that it has been compelled to refuse contracts for some time. A. C. Dallach, the general manager, will be kept busy employing men and teams, as a large army of men are necessary to do the work.

Seattle Short of Apples. Seattle, March 8.—With two-thirds of the estimated apple supply of the state in the Wenatchee district and with rail communication with the district cut off, except by the roundabout way of Spokane, commission men here look for a material shortage of the apple supply before shipments can be resumed. The apple situation was much discussed today. Stocks that have been held in storage here are being drawn out. While there has been no general advance in apple prices, the market is admittedly stiffer, especially on fancy stock. While apple shipments from Wenatchee and Cashmere can be made via Spokane, dealers do not believe this will be done unless prices advance sufficiently to offset the extra freight charges.

## SEATTLE SHORT OF APPLES

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## SPEND THIRTY HOURS AT SUMMIT

### J. G. DEBORD RETURNED LAST NIGHT WITH LEAVENWORTH PARTY WHICH ASSISTED IN RECOVERING DEAD.

J. G. Debord, of Leavenworth, brought to this city the first eye-witness report of the avalanche disaster at Wellington. He is in the city today. Mr. Debord, with a party of Leavenworth people went to Wellington for the purpose of recovering the body of Engineer T. L. Osborne, who was killed. The body was brought to Leavenworth last night and Mr. Debord came down this morning on No. 44. The body of Mr. Osborne is to be sent east for burial. The Leavenworth party worked at the scene of the disaster some thirty hours and assisted in recovering three men.

The road from the east was cleared last night to Berne, and Mr. Debord expressed himself that there was no doubt but that the road would be opened to Wellington tonight and he believes that it is only a question of two or three days when the road will be open from Wellington on to Scenic. Sheriff Ferguson has been at Wellington for several days, assisting in the work of recovering the dead and probably will not be back for several days yet.

The Leavenworth party, in which were Mr. Debord and Sheriff Ferguson, recovered the bodies of Tucker, Ladue and Fox, mail clerks. Up to yesterday noon the total number recovered were 54. There are still nine in the hospital at Wellington and a number of those able to travel walked out Sunday morning for Spencie.

Yesterday was clear at the summit. There was some snow on Sunday and Sunday night. Naturally there were still some fears of further slides, and all precautions are taken to keep out of the possible zone of the slides. (Continued on Page 5.)

## PROPOSES NEW TUNNEL

### General H. M. Chittenden, Army Engineer, Argues 32 Mile Hole Is Practical—Estimates Cost at \$40,000,000--Should Be Built Jointly by All Railroads to Coast

## WITH JOKE ON LIPS PLATT DIES

### NOTED FIGURE IN NEW YORK'S POLITICAL HISTORY FOR 25 YEARS IS GONE—FAMILY IS PRESENT AT END.

Nek York, March 8.—Covered with flowers, the coffin containing the body of former Senator Thomas C. Platt was taken today to Oswego for interment tomorrow.

Thomas Collier Platt, for a quarter of a century the most powerful factor in New York politics and the founder of the modern political machine died yesterday in his 77th year. His long life ended as a slender cord might snap in twain.

By reason of their regular Sunday visits to their father rather than from a belief that the end was near, his three sons, Frank, Edward and Harry, and Mrs. Frank Platt, were at his bedside, in the apartments of Mr. and Mrs. Gustave Abels, 133 West Eleventh street, with whom the senator made his home for the last five years. Dr. Paul Outerbridge, the family physician, and Mr. and Mrs. Abels were also present.

Senator Platt, whose mentality has triumphed for almost a score of years over physical infirmities, was in one of his brightest and most jovial moods.

Joked the Physician. He had rallied from a sinking spell which sent him to bed at 1 o'clock in the afternoon and which had recurred at 3 o'clock, and was chatting on topics of the day when the doctor arrived at 3:30, and he playfully joked with the physician about the coming time when his services would not be needed.

By Brig. Gen. H. M. Chittenden, Rtd.

In June, 1909, I issued anonymously a pamphlet designed to call attention to a possible solution of the great transportation problem of the Cascade mountains. It was cast in the form of a prophecy, or rather a looking backward from a future viewpoint upon something already accomplished. The identity of the author was concealed with the hope that the scheme might be considered and discussed on its merits without regard to the personality of the individual who proposed it. The result was in this respect a disappointment, the only notices by the press in the community most directly interested being those of ridicule of the project as at best the coinage of some visionary brain. But, as it often happens, that important measure are allowed to drift, seemingly from a dread of grappling with them because of their magnitude, until some startling disaster awakens the public mind, so in this case, the picture of those passenger cars, with their helpless victims, hurled by a pitiless avalanche down precipitous mountain sides to bodily wreckage and death, may arouse public thought to the study of a problem which has too long been allowed to pass unconsidered.

As Good as Columbia.

Brushing into the waste basket, then, the fanciful trappings in which the project, as presented, was clothed, I will point out as clearly as possible in the brief space allotted to me its essential features, referring those who care to investigate further to the pamphlet itself, which discusses the subject in sufficient detail, with maps, profiles, tables of distances and gradients, to form an intelligent comparison between present conditions and those proposed. No one, I assume, will deny that it would be of inestimable advantage to the Puget Sound country and all sections commercially connected therewith if there were an opening through the mountains equal as a transportation route to that of the Columbia river, where it breaks through the range. I assume that Puget Sound interests, particularly the railroads, would pay a great deal for such an opening. In my discussion of the subject I undertake to prove that this great result is within the range of practical engineering and practical finance.

Skykomish to Leavenworth.

Look at the map and you will see that all railroads coming from the east to Puget Sound by anything like a direct route must cross the Columbia river somewhere on the stretch where it flows practically south along the eastern base of the Cascades. This includes the Canadian Pacific, on the north, and the Union Pacific, on the south. The upper portion of this stretch of the river flows somewhat southwest and the lower portion somewhat southeast, the two portions forming an angle whose vertex is at Wenatchee, where the river comes closer to Puget Sound than at any other place. From this point the Wenatchee valley extends on a direct line 25 miles into the mountains, or within 70 miles in a straight line from tidewater. Across the range, directly opposite, is another stream flowing westerly into Puget Sound. Between the town of Skykomish in this valley and that of Leavenworth in the Wenatchee valley lies nearly the whole obstacle of the Cascade range.

Thirty-Two Miles Long.

The project is to carry a double track tunnel from one valley to the other. From Leavenworth to Skykomish, the two ideal terminals, the distance is 32 miles. By the sacrifice of some advantages it could be shortened to 25 miles and still avoid the worst portion of the mountains. It is, of course, a very great undertaking, but perhaps not so great as the mere length of the tunnel would indicate. The work presents no unusual features, but certain advantages compared with many examples of that class of work. Both portals would be accessible from the start by an established railroad. A work of such magnitude would justify a plant which would give the highest efficiency and economy of which modern mechanical progress is capable. If the work should be prosecuted from the two ends only, and not also from intermediate points, as the pamphlet proposes, and if a central summit were adopted so that water would

(Continued on Page 5)

## RURAL MAIL ROUTE RESOLUTIONS

### DIRECTORS OF COMMERCIAL CLUB WILL DRAFT RESOLUTIONS FOR INCREASE OF PAY FOR RURAL CARRIERS.

The trustees of the Wenatchee Commercial club, at their regular meeting last night, took a decisive stand in regard to the present condition of the rural mail delivery, and appointed a committee consisting of Dr. L. Wiester, H. C. Littlefield and Dr. J. H. Blake, to draft a set of resolutions setting forth the present conditions and urging upon Washington congressmen and senators the necessity of increasing the pay of the rural mail carriers to a point where the postmaster will be able to secure competent men to do this work. Owing to the high cost of living as well as the high cost of feed, it has made it impossible to secure carriers at the wages offered by the government. This matter will be given the most careful attention of the commercial club with the end in view that the local postmaster may again be able to secure free delivery to the ranchers of the Wenatchee valley at the very earliest date.

This question will be brought up for discussion at the next regular meeting of the club next Monday evening, March 14, at 8 o'clock.

As was stated in the Daily World several days ago, the mail carriers for the three routes leading out of Wenatchee gave up Uncle Sam's service on March 1 and since that time there has been no rural service. Special efforts have been made by the patrons of the three routes, seeking for a resumption of the service and it is likely that in the course of a few days the mails will be taken out as in the past. Rural Carrier E. B. Trimble will leave tomorrow on Route 2, and it is thought by the first of next week that the three routes will be operated.

## COMMISSIONERS IN SESSION

### COMMISSIONERS IN SESSION TODAY — APPOINT JUSTICE OF THE PEACE FOR ENTIAI—DISCUSSING RAILWAY MATTERS.

The county commissioners met yesterday as per adjournment of February 10th.

Messrs. Pitcher and Trow were present. On account of outside business the board adjourned until March 8th, 1910.

Commissioners met today with all present. The minutes were read and approved.

In the matter of road supervisors in district 3, F. W. Easley was appointed as same, and Ed J. Berg and H. C. Tyler were appointed as foremen.

In the matter of petition of H. M. Gochour for privilege of placing pipe in county road, same is granted as follows: Beginning at the southeast corner of lot 4, block 2, in 2nd Suburban Home addition to Wenatchee, thence following the easterly line of county road No. 29, C, or Pierce street, to a point where said line intersects the north line of lot 4, block 3, Suburban Home Addition, said pipe to be buried so as not to interfere with road work, and if it does to be removed by owner at his expense.

In the matter of justice of the peace at Entiat, it was ordered that W. E. Sturgis be appointed as the same, on filing of proper and sufficient bond.

As the World went to press the commissioners were discussing electric railway matters.

H. L. Downing, of Bridgeport, is in the city today on business.