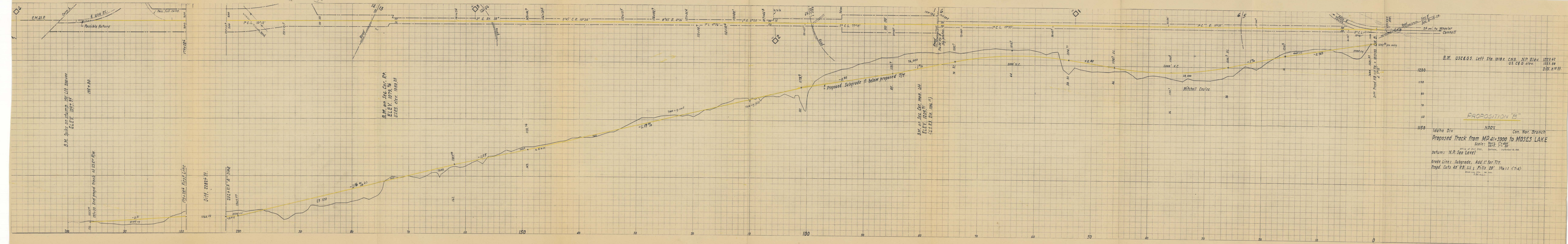




Northern Pacific Railway Company.
Engineering Department Records.

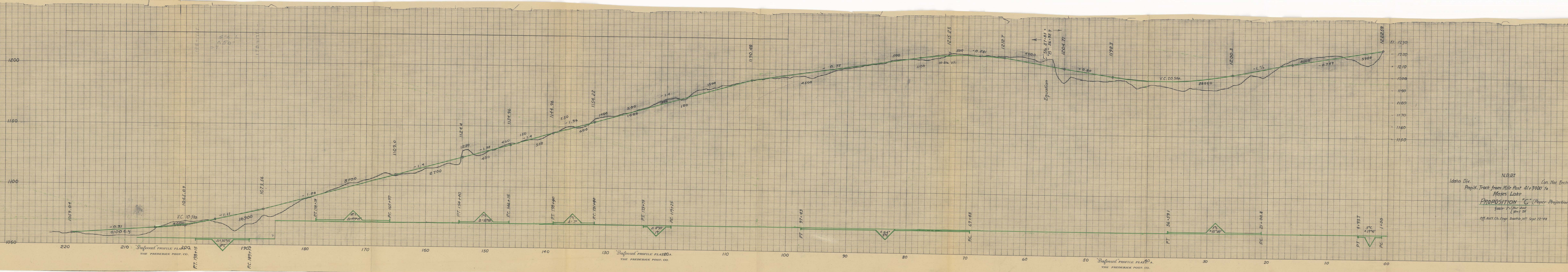
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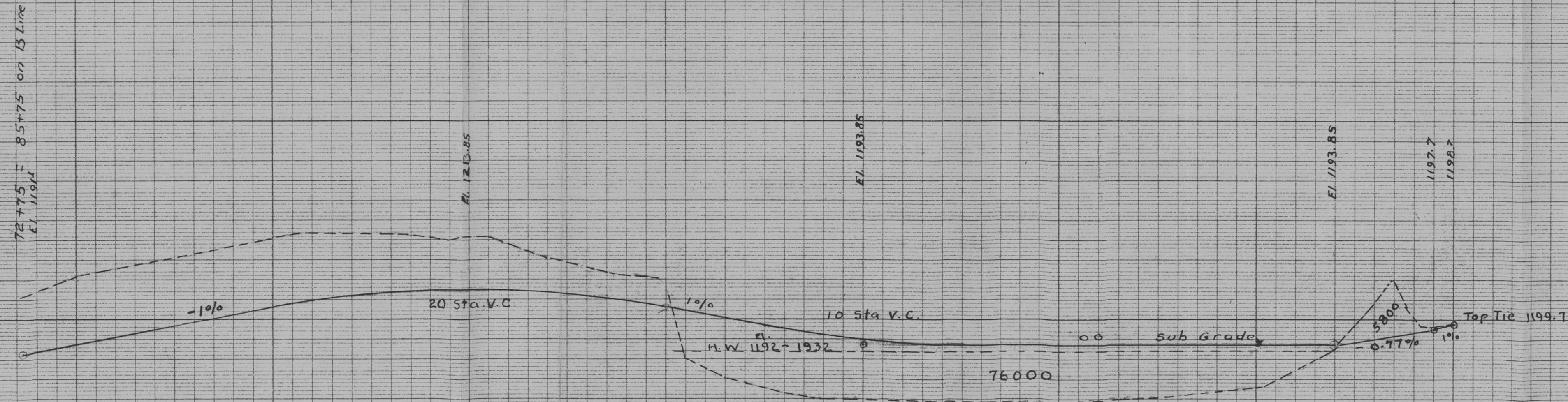


B.M. USC&GS. Left Sta. 1018+ CNB. NP Elev. 1223.62
US CG elev. 1223.80
Diff. 0.18 ft.

PROPOSITION "B"
Idaho Div. NDPR Con. Nor. Branch
Proposed Track from MP 41+3900 to MOSES LAKE
Scale: Hor. 1"=400'
Vert. 1"=20'
Office of Dist. Engr., Spokane, September 20, 1948.
Datum: N.P. Sea Level
Grade Line: Subgrade. Add 1' for T/I.
Prop. Cuts 40' R.B. 1:1; Fills 20' 1 1/4:1 (7:4)
Bred Line and 100' Base Line
P.B. Price



Idaho Div. N.B.R. Con. Nor. Brch.
 Prop'd. Track from Mile Post 41+3900 to
 Moses Lake
 PROPOSITION "C" (Paper Projection)
 Scale: 1" = 100' Vert. 20'
 Off. Asst. Ch. Engr. Seattle, Wt. Sept. 22-28



N.P.R.
 Idaho Div. Connell Northern Branch
 Proposed Branch from Mitchell Spur M. P. 43 to
MOSES LAKE, WASH.
 Showing Profile of Connection from Mitchell Spur to
 Sta. 85+75 on "B" Line
 Scale: Horz. 1" = 400'
 Vert. 1" = 20' Sept. 25, 1948

Seattle, Washington
September 20, 1948

717-1

A I R M A I L

Mr. Bernard Blum:

Moses Lake - Proposed spur

Mr. Tremaine stated that at the final location he is supporting the grade above Station #140, introducing distance in curvature and taking from the main track at the Wheeler siding.

While this arrangement will increase the distance about 1/2 mile, the grading quantities will be greatly reduced, and the total cost will also be slightly reduced as against the original projection. There will, of course, be no change in the alignment within the station grounds at Moses Lake and below the supported grade, Station #134, shown on the original projection.

Mr. Williams, as you know, has always insisted that the right of way cost would be greatly in excess if the line was extended down from the location at Wheeler, but this is something that can only be developed after the survey is completed and right of way figures obtained from Mr. Moore. I am inclined to think that there will not be very much variation in the right of way cost, as there has been considerable let-down in anticipated values at Moses Lake in the past year.

As soon as I receive tracing from Mr. Tremaine, I will forward you advance prints for your review, pending the obtaining of right of way figures from Mr. Moore.

J. J. Dennis
Asst. Chief Engineer

JTD:dl

cc RSM
JFA
JTM

Hold for survey

Seattle, Washington
September 20, 1948

717-1

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J. T. DERRIG

Asst. Chief Engineer

JTD:dl

cc RRM

JPA

JTM

Seattle, Washington
September 20, 1948

717-1

A I R M A I L

Mr. B ernard Blum:

Moses Lake - Proposed spur

Your letter of September 13 in reference to delay in hearing for proposed extension at Moses Lake, which you state was postponed until November 22, also wondering if this situation was coupled with the proposed application and various delays for the Richland Line as being influenced by the Chairman of the Board of the Milwaukee Railroad:

I did not attend the hearing of the application for the proposed extension at Richland which was conducted at Spokane, neither have I been fully informed as to the status of the hearing for the Moses Lake extension, which is also handled, I understand, direct by our Law Dept.

I have made inquiry of both Mr. Alsip and Mr. Macfarlane as to the cause of the delays in ICC approval for both of these projects, but have been unable to develop anything here that would indicate the direct cause of such delays.


When at Olympia last Thursday, Mr. Davis, of the State Highway Dept., stated that they were preparing plans for handling the detoured traffic in connection with the construction of the highway bridge at Richland, and were making a survey to determine the requirements for the temporary detour road.

I doubt whether the preparation of the detailed plans is in any way causing the delay, but in order that there may be no complaint from the Atomic Commission about our approval of the plans, I suggest that you expedite the approval of the bridge plans which were forwarded to you for checking a short while ago.

If I can develop anything out here as to the direct cause of the delay in obtaining the ICC approval, I will, of course, advise you.

JTD:dl

cc RSM
JFA


Asst. Chief Engineer

SEP 21 1918

RECEIVED

SEP 21 1918

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SEP 21 1918

SEP 21 1918

SEP 21 1918

SEP 21 1918

SEP 21 1918

SEP 21 1918

SEP 21 1918

SEP 21 1918

Seattle, Washington
September 20, 1948

717-1

AIR MAIL

Mr. Bernard Blum:

Moses Lake - Proposed spur

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JTD:dl

cc RSM
JFA

J. T. DERRIG

Asst. Chief Engineer

Fidelity Ormon Skin

MADE IN U.S.A.

Saint Paul, September 13, 1948

P e r s o n a l

MR. J. T. DERRIG:

Your letter of the 9th about the hearing on our application for track extension to MOSES LAKE being postponed until November 22nd:

I am wondering if this situation, coupled with the various delays on our application for line to RICHLAND may not stem from some influence that the Chairman of the Board of the Milwaukee [with] your friend Leo Crowley may have with the I.C.C.

bb/s

BERNARD DEUM

Saint Paul, September 13, 1948

P e r s o n a l

MR. J. T. DERRIG:

Your letter of the 9th about the hearing on our application for track extension to MOSES LAKE being postponed until November 22nd:

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bb/s

V.T.D.

Leo

Crowley

Seattle, Washington
September 9, 1948

717-1

Mr. Bernard Blum:

Wheeler - Track Extension to
Moses Lake

For your information I am attaching a copy of Mr. Eastman's joint letter of September 7 regarding the ICC Hearing for our application for the above mentioned track extension being changed from September 20 to November 22.

J. T. Deane
Assistant Chief Engineer

ANB:fl
enc.

CC: JFA

Seattle, Washington
September 9, 1948

717-1

Mr. Bernard Blum:

Wheeler - Track Extension to
Moses Lake

For your information I am attaching a copy of Mr. Eastman's joint letter of September 7 regarding the ICC Hearing for our application for the above mentioned track extension being changed from September 20 to November 22.

J. T. DERRIG

Assistant Chief Engineer

ANB:fl
enc.

CC: JFA

717-1

Seattle, Washington

September 7, 1948

F. J. Barry
Otto Kepp
W. P. Stanleton
J. T. Derrig
J. S. Moore

Gentlemen: RE: Moses Lake Extension -
ICC Finance Docket 16119

Hearing on our application in the above matter was heretofore set for September 20 at Spokane. I have just been advised by Mr. LaBonte that he is in receipt of a wire from our Mr. Baker of Washington, D.C., informing him that the Commission has reset the case for hearing on November 22.

Yours truly,

Frank J. Eastman

DHE/fk

Western Counsel



10774

~~Mr. Hahr~~

~~To Mr. Hahr~~

Spokane, Washington
August 18, 1948

Mr. Bernard Blum:

For your possible filing in your
correspondence file with respect to the Moses
Lake proposed spur, I am attaching hereto the
newspaper published in Moses Lake, the Columbia
Basin Herald, of August 13th telling of the
potato industry status and also clipping from
the Wenatchee Herald of August 16th dealing
with the same subject.

Andrus

District Engineer

HMT:lcb
Encs.

B

*B Blum
The early potato season
got off to a bad start and
harvest was a month later
than usual. Result more take
was digging same time we
were in business and the
Moses Lake Herald
must be its to had for the
Bureau and the
Bureau*

RECEIVED
CHIEF OF ENGINEER
AUG 24 1948
ST. PAUL, MINN.
RY.

CHIEF OF ENGINEER
AUG 24 1948
ST. PAUL, MINN.
RY.

Wenatchee Aug 16, 1948

200 Tons Spuds Dried Here Daily

Two hundred tons of potatoes a day are being processed and dried at the Valley Evaporating plants in this area, Harley Hallauer, Wenatchee manager, said this morning.

"We have been going at full blast for quite a while now, but our plants here and at Chelan Falls and Oroville can only handle 10 cars a day. Digging has been going on at a 75-80 car daily rate," he explained.

The Wenatchee manager said the harvest could be controlled better when the late potato deal begins.

"Then they can slow down or speed up according to the market," he stated, "but the early crop has to be dug quickly and gotten out of the way."

After drying here the processed spuds are shipped to Seattle for shipment abroad under the government's foreign food relief programs.

Potato digging in the Yakima valley is under a state marketing administration ban today. The restriction on digging under the government price support program will continue in effect until Monday.

John Chinn, manager of the Yakima office of the agricultural conservation office, said the harvest was halted because the government is unable to find sufficient processor outlets for surplus potatoes.

The conservation manager said Thursday that 80 cars of surplus Yakima valley tubers were on the track there, with no place to go.

Further complications set in when inspectors found several cars intended for storage in Yakima were unable to meet storage specifications because of soft rot.

GOVERNMENT STOPS POTATO HARVEST TWO DAYS

Building Starts on Fair and Rodeo Grounds

More Work Planned for This Sunday

The new home of the Grant county fair and Columbia basin rodeo took shape this week as volunteers from the two sponsoring organizations began erecting buildings, grandstands, chutes and corrals.

The 160-acre site overlooks the lake about two miles east of Moses Lake on the highway to Ephrata. Members of the Columbia Basin Rodeo association built most of their chutes Sunday and began setting posts for the fence around the arena. Directors of the Grant County Fair and Livestock association began construction on one of two permanent buildings planned this year. Both organizations will hold another all-day session this Sunday, beginning at 9 o'clock.

Plans for both the fair and rodeo, meanwhile, progressed swiftly. The two events will be held simultaneously, the fair from Sept. 10 to 12 and the rodeo Sept. 11 and 12.

Most active boosters of the rodeo to date are the candidates for queen, who are busy selling green and white rodeo buttons at \$1 a crack to secure votes. Added starters in the queen derby are Peggy Bancroft and Carol McBride of Soap Lake. Miss McBride was queen of the Soap Lake rodeo July 3 and 4.

Other candidates are Evelyn Hallowell of Quincy, Betty Brosnake of Ephrata, Lorraine Nestgard of Wilson Creek, Mary Meyers of Coulee City, Evelyn Knecht and Joan Steele of Warden and Bette Mae Saunders and Mildred McKim of Moses Lake.

Rodeo association leaders announced that five prizes will be awarded at the Sunday show. They are a \$150 saddle, a \$100 pair of boots, a \$20 hat, a \$10 pair of spurs and a \$5 belt.

George E. Dougherty, fair manager, announced that installation of a pump on the new well is scheduled to begin next week. George W. Sparks, county commissioner, and his road crew have graded and graveled several roads on the property.

SERVICES SATURDAY FOR JESSE NOBLE

Services will be held at 1:30 p.m. daylight time Saturday in the Plotts funeral home, Ephrata, for Jesse Noble, a resident of Grant county for 56 years, who died at his home in Soap Lake Wednesday night after a long illness. He was 60.

Born in Osage county, Kan., Mr. Noble came to Washington with his parents, who homesteaded in the Baird district near Coulee City. He was married to Zelma McDonald May 31, 1910, at Coulee City. They had lived since 1946 at Soap Lake, where they operated the Noble cabins.

Surviving are the wife; two daughters, Mrs. Myrtle Roe of Ypsilanti, Mich., and Mrs. Thelma Anger of Dearborn, Mich.; a brother, Mark, of Soap Lake; three sisters, Mrs. A. L. McDonald and Mrs. Erma Fraser of Ephrata and Mrs. C. L. Bulls of Seattle, and three grandchildren.

Mr. Noble was a member of the Wenatchee Elks lodge. Burial will be in the Highland cemetery at Coulee City.

Thoren New Building Inspector

Robert E. Thoren, operator of an apartment court, is Moses Lake's new building inspector. Appointed by Mayor C. M. McCosh and ratified by the city council this week, he succeeds Harold Eccles, who resigned several months ago.

Thoren came to Moses Lake four years ago from Seattle, where he had been engaged in the contracting business with his father. He is a part owner of the Inland Building Supply, a concrete plant in the Cascade valley, and operates a group of court-type apartments which he recently finished building himself.

At Tuesday night's meeting, the council also:

Learned from James Baun, streets superintendent, that screen doors have been installed in all 42 of the housing units operated by the city in conjunction with the federal housing project. The action came after a delegation from the units requested the council to screen them because of the

We're Third Class Now

Moses Lake is officially a third class city.

The advancement from its status as a fourth class town has been completed by certification of the secretary of state.

City voters approved the advancement last December. Completion of the last step in the legal process means that an entire new city council and all city officials will be elected this fall.

Voters will elect a mayor, seven councilmen, a city clerk, treasurer and attorney. Under

its fourth class status, Moses Lake has had a five-man council and its clerk and attorney have been appointed.

Candidates will be nominated at a primary election Nov. 9 and elected at a municipal election Dec. 7. Candidates are to file their declarations of candidacy with the city clerk between Sept. 10 and 25. Municipal offices all are non-partisan.

Moses Lake is the third city in Grant county to advance to third class status, the others being Grand Coulee and Ephrata.

VFW POST ACCORDS FULL HONORS TO HERO FOR WHICH IT WAS NAMED

A blue silk flag waved slowly in a light breeze. Big gold letters on it proclaimed: "Eugene Whitehead Post No. 5926, Veterans of Foreign Wars, Moses Lake, Washington."

Next to this standard flew the national colors. Both were held firmly by army ex-sergeants, in battle jackets and VFW caps.

Twenty-five feet away, in a

flag-draped casket, lay the body of the man after whom the post was named. Private First Class Edgar Eugene Whitehead, United States Army, had come home at last.

Private Whitehead had enlisted before his country officially went to war. His outfit, the 161st infantry, sailed three days after the Japanese attacked Pearl Harbor, the first outfit to go. They helped the marines at Guadalcanal. Then at Munda, further up the Solomon chain, they ran into heavy going.

FLAG GIVEN MOTHER

He was killed there on July 26, 1943, while on a volunteer patrol to rescue a wounded buddy. He was 24 years of age. A grateful nation gave him its highest award, the congressional medal of honor, for that act.

Back from the steaming jungle his country had brought him, to rest in his native soil. And the veterans' organization which had been named after him, had the honor of officiating at the graveside services Tuesday afternoon in the tiny Moses Lake cemetery.

The services were brief and simple. The Rev. Aaron Wagner, pastor of the Seventh Day Adventist church, spoke a few words. George Allison, post commander, and John Colve, acting as chaplain, read the VFW ritual. A firing squad composed of W. E. Bjork, Robert Blackburn, Robert Trask, Roger Upton, Howard Peterson and Harold Blum fired three rounds at commands given by Ralph Reid, Kenneth Pearson and J. D. Washburn of Oden, Utah, official guard assigned by the army to accompany the body to Moses Lake, assisted by Allison, removed the flag from the casket and folded it in traditional military three-cornered fashion. He presented it to Mrs. Alberta Whitehead, the mother.

LEGION ASSISTS VFW

While the VFW was officially in charge, Chief Moses post of the American Legion assisted. The firing squad and pallbearers were half VFW members, half Legionnaires. Pallbearers were Chris Hochstatter, Ben Hochstatter, Ed Long, Francis Meacham, Warren Greeley and Clarence Dougherty. Flag bearers were Neil Welliver and Willard Brown.

Earlier services in the Presbyterian church were in charge of the Rev. Mr. Wagner. A quartet composed of Mrs. John E. Libby, Mr. and Mrs. Verlyn Cole and Earl B. Cole sang "The Old Rugged Cross," "In the Garden" and "No Night There." They were accompanied on the piano by Mrs. Richard Penhallurick.

Other members of the family attending were the father, Victor C. Whitehead, of Montana, and Private Whitehead's only brother, Arvidson, of Walla Walla. The Plotts funeral home was in charge of arrangements.

STOLEN VEHICLE FOUND OVERTURNED

An overturned car ended a search for the stolen vehicle Wednesday night within an hour after the car was stolen. The 1937 Pontiac coupe belonging to Mr. and Mrs. Maurice Hovik of Moses Lake was taken from Broadway in front of Woodin's cafe about 9 p.m. Wednesday. Soon thereafter Dunn's Auto Electric was requested to tow in a car overturned in front of the home of Mr. and Mrs. George Adriance, South Central avenue. On checking, Hovik identified the car as his. According to Adriance, the driver of the car was unhurt when it overturned, but his identity was not known.

County Group To Sponsor Large Display

The Grant County Chamber of Commerce, representing the eight community chambers throughout the county, will have a large booth at the county fair at Moses Lake Sept. 10-12, directors of the organization decided at their monthly dinner meeting at Quincy Monday night.

The exhibit, featuring promotional material of the various towns and cities, will be housed in a booth 18 feet long and six feet deep in one of the two permanent buildings being erected on the new fair grounds. A committee composed of A. C. Carruthers of Soap Lake, Sid Jackson and Charles E. Cone of Ephrata, the first outfit to go. They helped the marines at Guadalcanal. Then at Munda, further up the Solomon chain, they ran into heavy going.

Enil Miller of Wenatchee, a member of the state parks board, explained the financial predicament that Sun Lakes and other state parks are in for the balance of the year because of lack of funds. He said some \$19,000 in bills remain to be paid for work done at Sun Lakes, and that they cannot be paid until the legislature meets in January and votes an appropriation.

"I think Sun Lakes is a wonderful project and I shall do all I can to see that it is carried forward, but we all must realize that we are over our heads in parks in Washington which need money," he declared. "Why, the state park at Hood's Canal, which in the summer attracts 5,000 swimmers every Sunday, hasn't had any money spent on it in 10 years."

Miller also expressed enthusiasm for the movement started in Coulee City toward formation of a Central Washington Parks association to actively promote Sun Lakes and other parks in this section of the state. Milo Radak, county chamber director from Coulee City, explained the purposes of the new organization and passed out membership cards for delegates to sell in their respective communities. Membership fee is \$1 a year.

Ned Thomas of Moses Lake, president, was in charge of the meeting, held in the Quincy Women's clubhouse. Members of the Quincy Ladies Improvement club prepared and served the dinner.

RUTTER ENDORSES HANSEN CANDIDACY

State Sen. Robert L. Rutter of Ellensburg gave his unqualified endorsement to the candidacy of Russell Hansen of Moses Lake for state representative at an organization meeting of Kittitas county Young Republicans Monday night in Ellensburg.

Hansen is seeking nomination to the state legislature's lower house on the Republican ticket in the Sept. 14 primary. Hansen and Clarence J. Grey of Moses Lake, Grant county Republican central committee chairman, attended the Ellensburg meeting.

TEMPERATURES

Temperatures recorded so far this month at the Weather Station on the Bureau of Reclamation's Moses Lake development farm:

Low	High	Low	High
Aug. 1 63	94	Aug. 7 44	83
Aug. 2 56	89	Aug. 8 54	87
Aug. 3 64	92	Aug. 9 54	87
Aug. 4 54	85	Aug. 10 61	84
Aug. 5 42	76	Aug. 11 61	84
Aug. 6 51	87	Aug. 12 52	85

What Goes On Here

(All times listed are Pacific standard time)

MONDAY

Kiwanis club, 12, Hub cafe.

Boy Scouts, 7:30, Scout house.

Electa Circle, 8, home of Mrs. Margaret Harris.

WEDNESDAY

Ladies Aid, 2, Presbyterian church.

Square club, 7:30, Woman's clubhouse.



ARTHUR B. LANGLIE
Coming to Moses Lake

Langlie to Invade County Tuesday

First of the 11 candidates for governor to campaign actively in Grant county, Arthur B. Langlie of Seattle will attend an organization meeting of a county-wide committee handling his campaign Tuesday night in Moses Lake.

The dinner meeting, scheduled for 7 o'clock, will be held in the Purple Sage club. Presiding will be Howard Michaelis of Moses Lake, chairman of the Langlie-for-governor campaign in the county. Langlie, a former governor, is the leading one of seven candidates seeking the Republican nomination at the Sept. 14 primary. A lawyer, Langlie was mayor of Seattle and then governor from 1940 to 1944. He was defeated for re-election four years ago by the Democratic incumbent, Mon C. Wallgren.

The candidate will spend Tuesday morning in Cle Elum and the afternoon in Ellensburg meeting and conferring with campaign workers. Among those accompanying him to Moses Lake will be State Sen. Robert L. Rutter of Ellensburg, his campaign manager in this district.

CAR STOLEN WHEN OWNER LEAVES KEYS

Thief of a 1937 Ford sedan on Broadway in front of Power's Thriftly Drug last Friday night lighted City Marshal W. E. Bjork's request this week that motorists take their keys out of their cars when parking them.

The car, property of Roy Clark of Merrill, Ore., was taken while the owner was eating lunch. Keys had been left in the car. Until Thursday noon, the car had not been traced. It bore an Oregon license No. 340-386 and was a black two-door sedan.

POLICE RECOVER FOUR STOLEN CARS

Recovery of four cars so far this month in Moses Lake was reported this week by City Marshal W. E. Bjork. Two of three cars stolen in Moses Lake have been recovered. All three had been left with keys in them.

Two cars were picked up for other cities, one for Ellensburg and one for Pasco. The Ellensburg car had been broken into and the ignition wired over to operate without the owner's key.

McLEAN ON AIR TONIGHT

Dudley C. McLean, of Moses Lake, Republican candidate for county commissioner from this district, will open his campaign with a 15-minute talk over KSEM tonight, beginning at 6:15 o'clock. McLean said he will devote most of his time to an explanation of new registration-voting regulations.

BACK FROM VACATION

Floyd Armstrong returned Sunday from a week's vacation with friends in Spokane. Coeur d'Alene and Tacoma. He also visited his brother, E. T. Armstrong, in Bremerton.

High School Principal Picked

O. T. Darling, principal of the Granger high school for the last four years, will be the new principal of Moses Lake high school when the fall term opens Sept. 7, it was announced this week by Superintendent C. B. McFadden.

Darling is taking his master's degree in education this summer at Washington State college and is expected to arrive here next week. McFadden said.

The new principal is married and the father of two boys, one in the army and the other in the seventh grade. He will be here alone until he can find housing for his family.

The principal graduated from

Farmers Get Use of Airfield To Crush Culls

The federal government took a hand in the potato industry in the Moses Lake area on two fronts today. These were the developments:

1. Moses Lake's five warehouses, which began to reach peak production, will close down tonight for two days as a result of a state production marketing administration order.

2. The U. S. Air Force granted permission to growers to use a taxiway at the Moses Lake air base for crushing and drying cull potatoes for cattle feed.

The FMA action came when it refused to accept potatoes Saturday or Sunday for processing into flour at four evaporation plants in central Washington. With no activity on the commercial market, all Moses Lake potatoes are being sold to the federal government under the support program.

ONLY RECOURSE

Most No. 1 potatoes, which make up about 60 per cent of the crop, are being sent by trucks and railroad cars to processing plants at Wenatchee, Chelan Falls, Cashmere and Oroville. Others are going into temporary cold storage at Kittitas or to Idaho dehydrating plants. None of them has gone east to commercial markets.

William Franke, manager of the county agricultural conservation administration, characterized the weekend shutdown as a "last recourse before dumping." With the processing plants jammed to capacity, he said the Portland field office of the commodity credit corporation, which is arranging outlets for the government, had no alternative than to refuse more shipments.

A total of 235 carloads had been shipped by rail from Moses Lake by Wednesday night. Daily shipments reached the 20 mark a week ago and had climbed steadily since. On Monday 38 cars were cleared. Tuesday there were 43. In addition, 250 tons had been trucked to the processing plants.

CRUSHING IS BEGUN

The FMA stop order was put on in Benton county Thursday and Yakima county warehouses voluntarily closed the same day, Franke reported.

With approval from the air force to use the west taxiway at the base, members of Moses Lake Feeders, Inc., began crushing culls Wednesday. About 30 tons were cut up that day and spread out to dry. Russell Hansen, a member of the group, estimated that about 2,000 tons will be available for converting into cattle feed in this manner. As the culls dry down in a ratio of five to one, this would produce 400 tons of dry feed.

Clearance from the air force holds good only until Sept. 1, he reported. This development did little to quiet persistent reports that the field soon will be reactivated as a fighter or bomber training base.

GRASS FIRE ALARM MADE VIA RADIO

An alarm turned in by radio led the Moses Lake volunteer fire department out last Monday to battle a grass fire about two miles north of the Moses Lake air base. Deputy Sheriff Wado Bush was driving from Moses Lake to Ephrata when he spotted the wild-swept blaze. He radioed City Marshal W. E. Bjork, who turned in the alarm here. Firemen spent more than two hours on the scene. The cause was not known.

BONDING COMPANY PRAISES PUD OPERATION AND RATES IN REPORT

Grant county's public utility district has a promising future and its rates are equal to or lower than those charged by other utilities in the northwest. These are the findings of John Niven & Co., Chicago bonding firm, after surveying the PUD in this county.

Excerpts of the Niven report, released this week by G. A. Smothers, PUD manager, follow:

The District, created by a 2,195 to 861 popular vote in 1938, is situated in central Washington, in the midst of the Columbia basin irrigation project which, when completed, is to be the most extensively irrigated area in the U. S. It is substantially co-extensive with the area of Grant county, excluding only the communities of Grand Coulee (1947 population estimate by state census board—2,300), Hartline (209) and Warden (200). Approximately 3,888 electric customers were served by the district as of June 20, 1948, compared with an average of 3,479 for the 12 months ended April 30, 1948.

The Bond Proceeds will be used to finance electric system additions, improvements and extensions by construction and/or purchase to serve the rapidly growing population and economy of Grant county, including 53 miles of 7,000-13,000 volt distribution lines to serve 250 new customers in the vicinity of the municipalities of Warden, Hartline and Smayna. 75 miles of 7,000 volt distribution lines to serve 150 customers throughout the district; completion of construction of 50 miles of transmission and distribution lines; installation of a regulator station and capacitors; and construction of office buildings in Ephrata and Moses Lake; and to pay engineering, legal and financing costs incidental to the issuance of the bonds and to extending the system.

Present Economy of the District: The 1948 population of Grant county, estimated at 22,000, compares with 14,668 in 1940 and 5,666 in 1930. The principal population centers and state census board population estimates for 1947 are: Ephrata (3,209), the county seat; Coulee City (1,100), Moses Lake (1,950), Soap Lake (2,239) and Grand Coulee (2,300). They are commercial centers for the irrigated and dry farming areas in the county. Principal crops are wheat, hay, beef and dairy products, which can be raised in some sections of the county without irrigation. Fruits, berries, potatoes, onions, celery and mint are now being grown commercially (but on a relatively small scale) under irrigation by pumping from wells and from a number of lakes in the county.

The Moses Lake irrigation district, located in Grant county in the center of the project area but not a part of the Columbia basin project, has a total of 7,000 acres under irrigation. Yields are high and lands are fertile, needing only adequate water. The Grant county area is provided with transportation by the 31-mile Northern Pacific and Great Northern railroads, U. S. Routes 2 and 10, and State Routes Nos. 7 and 2F (Grand Coulee Highway).

Power Cost and Supply: Service Rates: Bonneville Power Administration, which is the marketing agency of the federal government for the output of the Bonneville and the Grand Coulee dams, supplies all present power requirements of the district (about 11,200 kw, as of June, 1948), delivery being taken at four sub-

stations within the county over facilities of Washington Water Power company. The purchase power contract extends 20 years from Dec. 10, 1945, and provides for the B.P.A. E-2 wholesale rate schedule. The average cost to the district of power and energy supplied by B.P.A. is approximately 3.2 mills per kw-hr.

Residential use of electricity in the district averaged 4,298 kw-hr in 1947, about three times the approximate national average of 1,435 kw-hr. This is attributable in large part to the low electric rates of the district detailed below:

Residential Electric Charge per Month

First	Next	Next	Next	Next
50 kw-hr at 3.5 c per kw-hr	50 kw-hr at 2.5 c per kw-hr	200 kw-hr at 1 c per kw-hr	400 kw-hr at .75 c per kw-hr	Over 700 kw-hr at 0.75 c per kw-hr

Comparison of Residential Rates: A comparison of residential rates of the district with comparable residential rates of other utilities in the Pacific Northwest, as reported by the federal power commission for towns of 2,500 to 3,500 population, which is the approximate population of Ephrata, Moses Lake, Soap Lake and Coulee City in Grant county, under rates effective on Jan. 1, 1947, follows:

	25	100	250	500
PUD No. 2	\$.88	\$3.00	\$4.50	\$6.00
Washington	1.09	3.11	4.73	6.43
Idaho	.87	3.25	4.90	7.83
Idaho	.88	3.10	4.33	8.30
Montana	1.21	3.83	7.08	9.33
Oregon	1.00	3.38	6.13	8.13
Oregon	1.17	3.35	5.83	7.33

The Washington rates are those of the Washington Water Power Co.; Idaho, Idaho Power Co. and Utah Power and Light Co.; Montana, Montana Power Co.; and Oregon, Mountain States Power Co. and Pacific Power and Light Co.

Projections: In their capacity as independent consulting engineers, the district's ultimate transmission and distribution network will be

GRANT COUNTY TITLE ABSTRACT COMPANY

"Complete Land Title Service"

56 Years of Continuous Service to the landowners of Grant County

W. Gale Mattheews
Verne G. Matthews
Wallace Gibbons

EPHRATA, WASHINGTON



**NEW WIRING
NEW FIXTURES
AND
OTHER ELECTRICAL
SERVICE**

Call on us for all electrical jobs. New fixtures installed, houses completely wired or re-wired.

TED'S ELECTRIC
Industrial, Domestic Wiring by Bonded and Licensed Experts
Located in front of former Mess Hall — Phone 96

Economize with these Buys

You Can Save Every Day by Buying at Lee's I.G.A. Everyday Low Prices!
Here Are a Few Samples!

DREFT and VEL SOAP Large pkgs.	31¢	SWIFT'S PREMIUM CORN BEEF Can	50¢
SHORTENING All popular brands, 3-lb. tins ..	\$1.29	PURPLE PLUMS 2½ tins	2 for 29¢
SWEET PEAS No. 2 tins	10¢	SARDINES Custom House,	2 for 27¢
GREEN BEANS No. 2 tins	16¢	FINE REFRIGERATED PRODUCE	

LEE'S I.G.A. STORE

ON HIGHWAY 10 WEST OF MOSES LAKE

"Where Your Food Dollars Go Farther"

Warden News

BUILDING TO BEGIN THIS WEEK ON NEW HOME FOR MINISTER

By Evelyn Knecht
and Lois Berdan
Work will begin on the minister's home this week. Anyone wishing to help is welcome.

Mr. and Mrs. Neill Casey are parents of a baby boy, born Wednesday, Aug. 4. He weighed seven pounds.

Many from Warden went swimming at Goose Lake Sunday.

Mr. and Mrs. Dick Jones of Moses Lake were guests at the Millard Steele home Saturday.

Mrs. Simon Knecht was taken to the Ritzville general hospital Thursday.

Mr. and Mrs. Fred Schmauder of Odessa were dinner guests at the Ed Knecht home Sunday.

Miss Rosalie Childs of Concrete is visiting friends and relatives here.

Mr. and Mrs. M. V. Bassart of

located most advantageously to serve adequately each part of the district as water becomes available without, at the same time, building lines prematurely into territory that might not be irrigated for several years.

STRAIGHT AND TO THE POINT
Look out for this bird
FIRE LOSS
INSURE FULLY!
for ACTION
C BEDFORD & SHERMAN
REAL ESTATE & INSURANCE
PHONE 212 MOSES LAKE

POTLATCH
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S. E. Larson, Manager
Phone 145-W Moses Lake

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Oregon are visiting at the John Steele home.

Mr. and Mrs. John Steele and sons John and Bill, and Mr. and Mrs. M. V. Bassart visited at the Ed Sharp home in Granite, Idaho, Sunday.

The Girls Scouts returned from their week's vacation at Coeur d'Alene.

Mr. and Mrs. M. Steele and

daughters Joan and Bobbie attended the funeral of a relative at Wenatchee Tuesday.

G & J PLUMBING & HEATING
For Anything in Plumbing
CALL 19
Moses Lake, Wash.

GET READY FOR WINTER! ORDER COAL NOW!
TAKE UP TO 6 MONTHS TO PAY! ON THE POTLATCH PAYMENT PLAN!
Take up to 6 months to pay for your coal or as long as it takes to use the fuel! Open your account today!

REMEMBER: There's a POTLATCH PAYMENT PLAN for every building need! Stop in today!

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Letters to The Editor

IT'S HYDRO-THERAPY

Editor, The Herald:
In your article of July 23, you stated that I operated a "massage parlor". In our little institution we are engaged in a few of the many branches of physio-therapy, mainly hydro-therapy, in which I was and hope I still am a licensed operator of the government, and any operator engaged in any branch of physio-therapy never uses the term "parlor". It has too many implications.

I am also at present engaged in the restaurant business and before I forget, I want to extend to you and your family an invitation to a steak dinner, sirloin, to be exact, cut from A-1 grain fed steer meat. Our food and service is, so I hear, excellent.

The last legislature enacted a law creating county reorganization school boards. I was elected to the five-year term in Grant county, and at the first meeting of the board, was elected chairman for the current year.

Mrs. Fahey and I have been members of the Grant County Hospital since its inception, and I have been a member of the board of directors, and elected chairman for the two successive years with opposition each time, and am still chairman of the board.

I was, as you stated, defeated in my bid for a seat in the Legislature in 1946, but Richard Smith and I received more votes than any candidate running on the Republican ticket in the last 20 years in Grant county, and incidentally I received in that election in Kittitas county 2,348 votes, which was 10 more votes than received by the successful Democratic candidate from Grant county.

I had been urged by many outstanding Republicans and others in this district to file for representative, and their urging was due to the campaign I waged in 1946, and after reading your article, they also urged me to write this letter too, feeling that your mention of my name in connection with a "massage parlor" and being a defeated candidate didn't do justice to the Republican party or to me.

I trust you can give my candidacy more consideration than you mentioned in the article. I remain,

Yours truly,
Fred I. Fahey,
Soap Lake.

MICHAELIS COUNTY LANGLIE CHAIRMAN

Howard Michaelis of Moses Lake has been appointed chairman of the Grant county Langlie for governor organization.

Michaelis attended a meeting in Pasco Sunday of the fourth congressional district organization. County chairmen reported on the progress of their county groups and Harry Miller, district chairman, outlined campaign strategy.



CHARGED — Dr. Wildred J. Fredericksen, former Walla Walla optometrist, has been arraigned in Yakima on a charge of first degree murder in the slaying of his former wife. Associated Press photo.

Some 500 ruins of ancient Indian pueblos have been found on the rims of Arizona's Grand Canyon. Cliff dwellings made by these Indians are found along the lower walls of the canyon in many places.

Is it True?

THE WHITE HOUSE WAS ORIGINALLY CALLED THE PALACE

FREE PEEP HOLES FOR SIDEWALK SUPERINTENDENTS' PALACE CONSTRUCTION CO.

TRUE FALSE

Our original platform was to please each customer, and that still stands. It is the way we hope to continue building our business.

PARKER'S
CHEVRON GAS STATION
BATTERIES - TIRES & TUBES
PHONE: 78 W • MOSES LAKE

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1,658 COUNTY RESIDENTS X-RAYED BY MOBILE TUBERCULOSIS MACHINE

Chests of 1,658 Grant county residents were X-rayed for tuberculosis during a 10-day campaign

COLUMBIA BASIN HERALD

Published every Friday at Moses Lake, Washington, by Columbia Basin Herald, Inc. Archie Tremer, Ned Thomas and William G. Ordman, publishers. Entered as second class matter May 6, 1943, at the postoffice at Moses Lake, Washington, under the act of March 3, 1879.

Member of the Associated Press, Washington Newspaper Publishers Association and National Editorial Association.

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NATIONAL EDITORIAL ASSOCIATION

NEW SOCIAL CLUB HAS 2ND MEETING
Members of a newly formed social club of young married women met Tuesday night at the home of Mrs. Harris Osborn for an evening of sewing and conversation. Present were Mrs. Floyd Swift, Mrs. Laurence Bingham, Mrs. Sam Schwab, Mrs. Earl Black, Mrs. Jack Alsop, Mrs. Ralph Ezzler, Mrs. Robert Morrison and Mrs. Osborn.

New members voted into the group were Mrs. Robert Steiner and Mrs. Jimmy Wilcox. Next meeting will be Aug. 24 at the home of Mrs. King.

GAMBLES HONORED ON 48TH ANNIVERSARY
Mr. and Mrs. W. A. Gamble were honored guests at an all-day family gathering celebrating their 48th wedding anniversary Sunday at the home of Mr. and Mrs. Earl Black. Twenty-nine relatives and four guests were present.

A big dinner was served, climaxed by a huge anniversary cake. Among those attending were Mr. and Mrs. Ted Scott and family, Mr. and Mrs. Earl Black and family, Mr. and Mrs. George Gamble and family, Mr. and Mrs. Earl Slocum and family, Mr. and Mrs. Van Byum and family, Mr. and Mrs. Clifford Gamble and family, Mr. and Mrs. Russell Woods and Mr. and Mrs. Walter Schneider and family.

OPTOMETRIST
DR. GEO. C. EMBER
Eyes Examined
Glasses Furnished
Phone 144

★ RITZ THEATRE

FRI.-SAT.
Ronald Regan - Shirley Temple
"THAT HAGEN GIRL"

SUN.-MON.
Dennis Morgan - Wayne Morris
"BAD MEN OF MISSOURI"

Willard Parker - Edgar Buchanan
"WRECK OF THE HESPERUS"

TUES.-WED.
Lionel Barrymore
James Craig - Lucille Bremer
"DARK DELUSION"

Peggy Cummins - Victor Mature
"MOSS ROSE"

THURS.
Sabu - Joseph Calleia
"JUNGLE BOOK"

William Boyd - Andy Clyde
"HOPPY SERVES A WRIT"

FRI.-SAT.
Rita Hayworth - Larry Parks
"DOWN TO EARTH"

Matt Sez:
Come in and let us tell you about the

CONTINENTAL THERMOTROL
Oil Temperature Regulator
"Save Your Bearings"

NEPPEL GARAGE
General Repairing
Moses Lake

Phone 260-W

Moses Lake

WANT AD SECTION

Rates: 3 cents per word for each insertion. Please send cash with mail orders. Minimum 35 cents for one issue. 10 For Sale Autos & Trucks

MORE PEOPLE BUY USED CARS THAN EVER BEFORE
and more people in the Columbia Basin area are realizing that Mac sells better reconditioned Used Cars for \$75.00 to \$100.00 under the big city operator.

1946 Super Ford 2 Dr. Equipped with a Radio so you will know what is going on. Heater, so the wife won't freeze this winter. 24000 actual miles. Feather Gray color, that has that "Oxydol Sparkle". Interior is Spotless, 95% rubber. Unconditionally guaranteed.

1942 Ford V8. 4 Dr. (all doors swing on hinges) Radio & Heater. Very low mileage, excellent condition inside and out. This car was owned by school teacher, therefore it is not used to wild parties. Guaranteed.

1941 Studebaker, 4 Dr. Radio & Heater, Overdrive & hill holder. New motor March 17, 1948. Interior excellent paint. Above average, tires 70%. This car belonged to a minister, always runs without any harsh words. Also guaranteed.

1941 Int. Pickup. Good motor, Good tires. New Paint. A Quarter gas with this one too, but somebody will make a good buy, because I am getting tired of looking at it on the lot. Come all ye traders.

No specials on "Clunkers" this week.

TERMS-TRADE-CASH
MAC'S USED CARS
Across from Cash Store
Phone 283-M

1940 Plymouth 4-door sedan. Complete motor overhaul.

1936-C30 - Short wheelbase truck.

1938 D-30 176 inch wheelbase truck. Complete overhaul.

1945 Reo truck.

1936-C-35 truck. Good condition, excellent rubber.

FLEET Service Inc.
Third & Birch Moses Lake

40 FOR SALE—REAL ESTATE
FOR SALE

2 acre tract with large 2 bedroom modern home. Good terms.

1 two bedroom modern home; 1 two bedroom semi-modern home; 1 residential lot; 1 80 acre Columbia basin tract. This is priced to sell.

7 acre sand pit—\$850 cash.

Approximately, 50 acres irrigated land. Good well, fair dwelling.

Highway frontage within city limits. \$34 per ft.

Woodworking shop. Equipment, inventory. Good location. Good terms.

E. J. EBEL
27-W Phones 70-W

TWO HOUSES IN WARDEN. One new five-room home, full basement. One seven-room two-story house. Shade trees around both. Sam Kanenwisher, Box 153, Warden.

PUMICE BLOCK HOUSE, 32x20, on 60x100 lot. All-electric Pullman-type kitchen including dishwasher and washing machine. \$8500 furnished. \$3400 unfurnished. Will take car or house trailer in trade. Will consider year's lease. Park and Schenck streets, Capistrano Park. Fred Lange. 6-11

When Listing your property for sale—"C" Bedford & Sherman. 37-11

2-ROOM HOUSE. Near Peninsula Drive. Electricity and water. \$1200. \$40 down, \$35 month. Inquire F. L. Hoague, 1/2 mile west of bridge on Highway No. 10, Westlake Tracts. 6-11

LOTS IN WHEELER. 5 miles east of Moses Lake on old highway. Ben Ostlund, Warden, Wash. 6-11

IF IT IS WORTH THE MONEY we can sell it. We need good listings. Peterson and Malin. 5-11

101 — LOST AND FOUND

LOST—Doll buggy and doll bed. In front of Columbia Basin Hardware over weekend. Phone 91 or see store. 6-11

130 MISCELLANEOUS
HEMSTITCHING, buttonholes and alterations. Call The Patio Shop. 2-11

IS THAT school sewing done? See Mrs. Ed Arndt, house on hill at Westlake Tracts. Box 14, Moses Lake. 5-12

HAVE A SPARE key made. Fixit Shop, Moses Lake. 8-11

WILL THE PARTY who borrowed my pipe dies last summer please bring them back? Matt DeShaw. 4-11

WILL EXCHANGE trailer space for spare time work. Phone 170-W. 6-11

WANTED
TIRES TO RECAP and repair. Your casing is guaranteed against all road hazards as well as workmanship and materials. We also guarantee you new tire mileage and in writing. The cost for a 6.00x16 recap is only \$6.55. It will pay you to see us. O. K. Rubber Welders, west of Moses Lake on Highway 10. 4-11

FURNISHED HOUSE or apartment with two bedrooms. Will lease or pay rent for 4 months in advance. Call at Herald. 6-11

WANTED—Manufacturers' agent for building materials. Free contractor good standing. Financially able to stock from \$1500 to \$5000 according to territory. Must have bank references and good credit standing. P.O. Box 686, Seattle 11. 6-13

CARD OF THANKS
We wish to express our thanks and appreciation to the many friends who have been so kind and generous since our home was destroyed by fire. We are taking this means of thanking them because many of the persons who have helped are unknown to us. Mr. and Mrs. Hoyt Smith and Tommy. 6-11

CARD OF THANKS
We wish to express our gratitude to the many friends and organizations who have been so kind and thoughtful to us in connection with the arrival in this country and funeral services here for our beloved son and brother, Pfc. Edgar Eugene Whitehead. Mrs. Alberta Whitehead, William Whitehead. 6-11

CARD OF THANKS
Words cannot express the gratitude we feel toward the many friends who have been so kind and considerate since the untimely death of our beloved husband and father. Mrs. R. J. Martin. Mr. and Mrs. J. B. Martin. Mr. and Mrs. Harold Blevins. Mr. and Mrs. Raymond Martin. Mr. and Mrs. John G. Ashley. Gerald Wayne Martin. Shirley Dean Martin. Eleanor June Martin. 6-11

SPACE in Shepherd Building, 15x20 feet, additional 4x6 storage space. Call 180-W. 52-11

S & M HARDWARE Rental Department: cement mixer, electric saws, belt sanders, floor sanders, Thor electric hammer. Paint spraying equipment. 42-11

FURNISHED ROOMS, air conditioned and modern, by day or week, in private home. 806 Columbia Avenue. 4-11

APARTMENT, modern, furnished with refrigerator and electric stove. H. C. Paxson, Grape Drive. 6-11

6-ROOM MODERN house, 3 bedrooms. Electric stove, refrigerator. H. C. Paxson, Grape Drive. 6-11

100 HELP WANTED
HOUSEKEEPER for motherless home. Children 8 and 9 years. Three in family. \$60 month and room and board. Phone 237-J-3. Henry Flessner, Moses Lake. 6-11

MAN OR WOMAN for Rawleigh business which just became available. Good opportunity for willing worker. Write Rawleighs, Dept. 165, Oakland 7, Calif. 6-13

LADIES: Finisher dry cleaning department, marker laundry department. Experience preferred but not necessary. Steady employment, good wages, 40-hour week. Positions available immediately. House Laundry and Dry Cleaning. Phone 433, Ephrata, Wash. 6-11

ELECTROLUX Sales—Service—Supplies \$69.75 Complete
Frank Purdy
Central Trailer Park Office
Phone 189

WESTLAKE TRACTS
Residential and Business Lots and Tracts in a Recreational area.

Come in and see us before you buy.

BASIN DEVELOPMENT & SALES CORP.
Across the fill on U.S. 10

HERE THEY ARE!
Those Hard-To-Get Building Items

SHEET ROCK — ROCK LATH PLASTER

ALLISON LUMBER SUPPLIES
Moses Lake

Who's Doing What...
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OYSTERS PREPARED FOR MARKET—Mary Davis of Olympia is busy preparing the famed Olympia oyster, seafood delicacy, for a nation-wide market. She is employed by one of several companies in Olympia and vicinity that grow and prepare oysters for shipment. Opening the little oysters requires considerable skill. Demand for them far exceeds the supply.—Associated Press photo.

MILDRED PARRISH BECOMES BRIDE OF HAROLD MKIM
Miss Mildred Parrish, 17, of Lynden and Moses Lake, and Harold McKim, 20, of Moses Lake, were married Friday at Coeur d'Alene.

The 6 o'clock ceremony, performed by a justice of the peace, was attended by the principals. Mrs. Parrish of Lynden, the bride's mother, and Albert Knutson of Moses Lake, a friend. The party drove over for the ceremony, and returned to Moses Lake later in the evening.

The bride wore an aqua afternoon dress, and was attended by her mother, Mr. and Mrs. McKim are now living at the Golden Arrow motel, operated by the bridegroom's parents, Mr. and Mrs. R. M. McKim. He is employed at Dunn's Auto Electric.

FLUE BLAMED FOR FIRE
A defective flue was blamed for smoke seen rising from the bus depot roof Saturday morning. Volunteer firemen worked nearly an hour before finding the cause and stopping the smoke. Damage was minor.

Mr. and Mrs. William C. Armstrong. The two couples toured O'Sullivan damsite and went boating, swimming and picnicking at the south end of Moses Lake.

Not a single bird has become or two in Asia, South America, Africa, and only one in Australia.

CLOSE OUT! LAWN CHAIRS
All Metal
Metal and Fibre
Wooden Folding
LIMITED NUMBER
20% OFF
FRIDAY AND SATURDAY ONLY

BASIN SUPPLY
Phone 273 Moses Lake

Phone 273

Moses Lake

PARTY CELEBRATES TWO BIRTHDAYS

Mrs. J. H. Dills, Sr., 83, and her granddaughter Lucinda Adrians, 17, celebrated birthdays together Aug. 3 at the home of Mrs. Dills. Homemade ice cream and cake were served to all the guests.

Present were the Rev. and Mrs. Dills, Mrs. Paul Dills with her children Pauline, Johnny, Tommy, David and Alice, and Mrs. George Adrians with Lucinda, Paul and Doris Belle, Mrs. Mary Schiffer and son George, and Miss Donna Jo Young.

The per capita consumption of ice cream in the United States every year averages about 2.9 gallons.

SEE THE NEW Bright White
A new brighter and more permanent white house paint — It's 10 shades whiter.

The New "DUTCH BOY" PAINT is Blended to Stay Bright!

In Colors or White Blended Paint Stays Bright

MODERN BUILDING SUPPLIES
MODERN MATERIALS FOR MODERN CONSTRUCTION
3-1/2 Door to Grange Supply on Highway No. 10
Phone 3-F-2 Moses Lake

Save Food For Winter

Rent a Modern Food Locker

Special!

Eastern Sugar Cured SLAB BACON . lb. 49c

Home Made Pork SAUSAGE . . lb. 49c

Lean SHORT RIBS lb. 49c

Fresh Dressed Fryers and Hens

MERRIMAN'S MARKET

In Moses Lake Cash Store

TOP Quality FOODS at LOWEST PRICES

Snowdrift, . . . 1 lb. 45c -- 3 lb. \$1.27

Church's Grape Juice . . . quarts 39c

Darigold Evaporated Milk . . . tall 15c

Bisquick 40 oz. pkg. 45c

PALMOLIVE TOILET SOAP, regular 3 for 29c

PALMOLIVE TOILET SOAP, bath 2 for 27c

ARGO GLOSS STARCH 12c

PEET'S GRANULATED SOAP, large 43c

KRUSTEAZ APPLE PIE MIX, 13 oz. 38c

NALLEY'S TANG, pt. 37c

SHURFINE MAYONNAISE, pt. 47c

The Church Directory

SEVENTH DAY ADVENTIST
Rev. Aaron Wagner, pastor.
SATURDAY—9:30 a. m., Sabbath school; 11 a. m., morning service.
WEDNESDAY—8 p. m., Prayer meeting.

CHURCH OF THE NAZARENE
Fifth and Birch streets.
Clarence Scudder, pastor; phone 293-J.
SUNDAY—10 a. m., Sunday school; 11 a. m., morning services; 7 p. m., young people's service; 8 p. m., evangelistic service.
WEDNESDAY—8 p. m., Bible study.

ASSEMBLY OF GOD
Alder at Fifth. Rev. B. E. A. Hoffman, pastor; phone 47-J.
SUNDAY—10 a. m., Bible school; 11 a. m., divine worship.
WEDNESDAY—7:45 p. m., Prayer and praise.

UNITY CHURCH
Services in Woman's clubhouse.
SUNDAY—7:30 p. m., weekly services. Beryl Briggs of Wenatchee, speaker, will conduct class on the art of effectual prayer.

CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
Housing Administration building.
SUNDAY—1 p. m., Priesthood meeting and Relief Society class; 2 p. m., general services.
TUESDAY—3:45 p. m., primary organization for children 4 to 11 inclusive.

CATHOLIC
Housing Project recreation hall.
Father Martin Soden, pastor.
SUNDAY—9:30 a. m., mass. Religious instruction for children of all ages from 4 to 5 p. m.

CHURCH OF CHRIST
Services at Adventist meeting house.
Charles S. Hardman of Wenatchee, evangelist.
SUNDAY—10 a. m., Bible study, followed by preaching service and communion. 2:30 p. m., Bible study.

CHRISTIAN SCIENCE
SUNDAY—9:45 a. m., Sunday school. 11 a. m., church services. Lesson—Sermon: "Soul." Golden Text: "Come and hear, all ye that fear God, and I will declare what He hath done for my soul." (Psalms 66:16).

PRESBYTERIAN CHURCH
Germania and Fourth streets.
SUNDAY—9:45 a. m., Sunday school and Bible class; 11 a. m., church services.

FIRST BAPTIST CHURCH
Services in Housing Project recreation hall. Clarence Blazer, pastor; residence, Peninsula Drive, phone 233-R-3.
SUNDAY—9:45 a. m., Bible school. 11 a. m., public worship. 7 p. m., young people's service. 8 p. m., evening service.
WEDNESDAY—7:30 p. m., prayer service; 8:30, choir practice.
FRIDAY—8:45 p. m., Young people's recreation night.
At O'Sullivan dam.
SUNDAY—9 a. m., Bible school; 10 a. m., public worship.

LUTHERAN CHURCH
(Missouri Synod)
Services in Woman's clubhouse.
Rev. Joseph Mann, pastor, 730 Cascade ave.

Wilson Creek News

WHEAT YIELD ESTIMATED AT 30 TO 45 BUSHEL PER ACRE IN AREA

The wheat yield is not as high as estimated before harvest. The yield is from 30 to 35 bushels per acre. So far around half of the crop has been harvested. Work has been slowed up on account of rain. Hay and oat crops are very light.

Mrs. C. W. Davis and Mrs. Ray Kelby are visiting Mr. and Mrs. Denny Conway and daughters in Seattle.

Mr. and Mrs. Idell Dudley and daughter Gene Marie were dinner guests Sunday at the home of Mr. and Mrs. George Lee.

A baby daughter was born Aug. 7 to Mr. and Mrs. Carl Nickerson in Ephrata. She has been christened Marjorie.

Several families from here were huddling last week.

Nat Washington, attorney of Ephrata, called on friends and voters here last week in the interest of his campaign for the state legislature this fall.

Mr. and Mrs. Bud Weaver attended the wedding Saturday evening of Mrs. Weaver's sister, Betty Coberly of Soap Lake.

The school house has been redecorated throughout. The floors have been sanded and refinished. Tile will be laid on the basement.

The touring theater is a product of the University's School of drama and has no connection with the Seattle Repertory Playhouse, a privately owned community theater, recently mentioned in the Canwell committee hearings.

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Services in Ritz theater building. Raymond E. Pfeiffer, pastor.
SUNDAY—8 a. m., divine morning worship; 9 a. m., Sunday school. WEDNESDAY—1:30 p. m., Lutheran Ladies Missionary Society.

Mosses are believed to have been among the first forms of plant life on earth.

VETERINARIAN
Dr. Burt F. Callahan
815 B St. Phone 149-W
Ephrata

Professional Engineering
Work of all kinds by licensed
Civil Engineer and Land Surveyor

BASIN ENGINEERING CO.
Phone 165-W Mosses Lake, Wn.

FIRST AID CARDS APPROVED FOR 56

Junior first aid certificates have been authorized for 42 members of last year's eighth grade at the Moses Lake elementary school, according to Mrs. Denise Womack, executive secretary of the Grant county Red Cross chapter.

The Red Cross also has approved standard first aid certificates for 14 Moses Lake high school students, she said.

Rivers are estimated to carry two and a half billion tons of salt annually to the oceans.

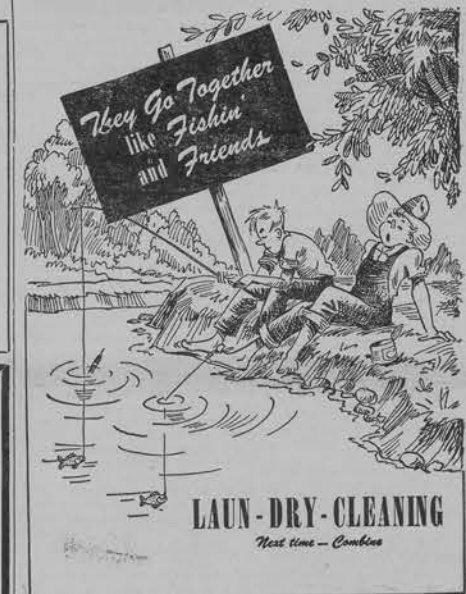
ENGINEERED CONCRETE

READY MIX CONCRETE
Delivered to you

Irrigation and Sewer Pipe
Basin Concrete Products
Company

EPHRATA

PHONE 296



Composition Roofing
Built-up Roofing
Water Proofing
Free Estimates

COLUMBIA ROOFING CO.
Roofing Contractors
Phone Soap Lake 7230
Phone—Ephrata 337-J

LAUN-DRY-CLEANING
Next time—Combine

House Laundry & Dry Cleaning

Phone 498

Ephrata

Bundles may also be left in Moses Lake at
Christensen's Barber Shop



Home made MILK DRINKS

Buy Advance Tickets Now for the dust-free, turf arena Odessa Rodeo

Be assured of a commanding, comfortable seat
GRANDSTAND SEATS Each \$2.50
CHUTE-TOP, 40 only Each \$5.00
BLEACHERS, available at gate.....
Adults \$2.00 Children \$1.00

NIGHT RODEO AFTERNOON RODEO
Saturday, August 21 Sunday, August 22
8 o'clock 2 o'clock

Free Rodeo Parade SATURDAY, 2 O'CLOCK

C & V SHOWS IN TOWN ALL WEEK

Dances:

FRIDAY AND SATURDAY NIGHTS

Mail advance ticket orders and payment to
R. E. Suchland, Odessa, Wash.
Requests filled in order received.

Beans Resistant To Virus Shown At Bureau Farm

New varieties of snap beans which are resistant to curly top virus drew the most attention from the 200-odd visitors who attended the field day held at the Moses Lake development farm Aug. 5. It was the first full-day field day at the farm, opened more than a year ago by the Bureau of Reclamation.

The new varieties of beans were developed at the Hermiston, Ore., station of the bureau of plant industry by Dr. J. D. Dana and planted on the Moses Lake farm by Glen Miller, who is in charge of experimental plots there for the state extension service.

Curly top virus is caused by the leaf hopper, a white fly which breeds on desert plants such as mustard. As these plants dry up during the season, the fly moves to greener feed, such as garden beans and tomatoes.

The experimental plots have several rows of standard bean varieties which have been almost completely killed out by the virus. A number of the new varieties, however, show no effects of the disease.

Representing the three agencies cooperating on the farm were W. W. Johnston, project development supervisor for the Bureau of Reclamation, and his staff: Dr. H. P. Singleton of Prosser, chief of the experiment station program for the state extension service, and Dr. Dana, of the bureau of plant industry, a federal department of agriculture agency.

Among the experts attending and helping to show visitors around were Carl Smith, Carl Hobson and Russell Turner of Pullman, extension service; Ross Leamer, James Menzies, Eno Nelson and Walter Clow of Prosser, experiment station; J. K. McClaren and W. J. Mead of Washington, D. C., information men for the bureau of plant industry; John L. Toews, Joe Black and other members of the reclamation bureau's project development staff, and George Delany, county extension agent.

Miller and Kenneth Hampton, operator of the farm for the bureau, also explained the various crops. Mrs. Hampton and Miss Jessie Burch, associate county agent, conducted tours through the new farm home occupied by the Hamptons.



CHIEF JUSTICE J. A. MALLERY
SUPREME COURT
HE HAS SERVED WITH DISTINCTION AND HONOR



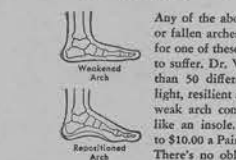
Where's Elmer?
CLINT'S
TACKLE & TOY SHOP
Phone 84-W • Moses Lake



CLINT'S
TACKLE & TOY SHOP
Phone 84-W • Moses Lake



FEET HURT?
QUICK RELIEF FROM WEAK ARCH SYMPTOMS
• Rheumatic-like Foot and Leg Pains
• Callouses on Soles
• Tired, Aching Feet
• Cramped Toes
• Sore Heels
• Burning sensations at the Ball of Foot



Any of the above conditions may be due to weak or fallen arches. If, in your case, this is the reason for one of these painful conditions, there's no need to suffer. Dr. Wm. M. Scholl has developed more than 50 different types of anatomically correct, light, resilient adjustable supports for the relief of weak arch conditions. They slip into your shoes like an insole. For men, women, children, \$2.50 to \$10.00 a pair. Come in for demonstration fitting. There's no obligation.

CHASE'S BUSTER BROWN SHOE STORE

Phone 49-W Mosses Lake 117 E. Broadway



UNITE FOR SPOTLIGHT—the four singing Skyriders met for the first time when they were turned down for Broadway chorus jobs because they were too short. Now they're heard Thursday nights on the radio review, "New Faces of 1948." Left to right: Chris Lightfoot, Pat Easton, Jamie Martin and Burt Taylor.

600 VOTERS PICKED FOR POSSIBLE JURY DUTY IN FALL TERM

Six hundred registered voters of Grant county have been picked for possible jury duty in superior court this fall by a nine-member jury commission.

The jury commission was appointed recently by Judge Robert T. Hunter. On it are Walter Thomas, Grand Coulee; Tom Twining, Coulee City; Roy Stewart, Hartline; Grant M. Elliott, Soap Lake; Levi Niles, Ephrata; Mrs. Ruth Wall, Quincy; James Schroeder, Wilson Creek; Charles

agent, conducted tours through the new farm home occupied by the Hamptons.



Let us help you
KEEP YOUR TRUCK ON THE JOB
WITH OUR
Specialized FORD TRUCK SERVICE
and
GENUINE Ford PARTS
JOHNSON MOTORS
EPHRATA



THE "500" SERIES
JOHN DEERE
KILLEFER DISK HARROW
A heavy duty double action harrow. 4-gang model tractor controlled. Works to a depth of 6 inches without weights. Available with 20 inch disks.

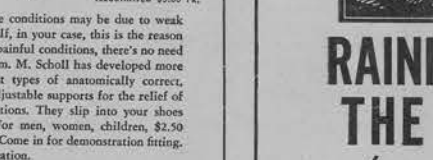
SNEAD
Tractor and Implement Company
MOSES LAKE
JOHN DEERE Quality Farm Equipment and Service



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FEET HURT?
QUICK RELIEF FROM WEAK ARCH SYMPTOMS
• Rheumatic-like Foot and Leg Pains
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Peninsula News

Pansies Discussed By Garden Club

The August meeting of the Peninsula Garden club was held Friday at the home of Mrs. J. I. Johnson with Doris Larimer as co-hostess. Agnes Berg gave a paper on pansies. A big decorated cake was served to 12 members honoring Betty Northover's birthday. Next meeting's hostesses will be Mrs. Martin Johnson and Mrs. Ed Kramer.

Mr. and Mrs. James Smith and son Eddie of Sharnburg, Iowa, are spending their summer vacation with Mrs. Smith's brother and family, Mr. and Mrs. Henry Northover. On Sunday they all visited Grand Coulee dam.

Weekend guests of Mr. and Mrs. Victor Berg were Mr. and Mrs. Elmer Gottfredson of Mora, Minn., and Gordon and Ivan Reid of Edmonton, Canada.

Miss Patty Jane Elosen of Vernal, Utah, now employed at Peters', is staying with Neta Campbell.

Mr. and Mrs. Will Campbell of Teton, Idaho, were visiting their daughter and son, Neta and Henry, Monday and Tuesday of last week.

Miss Ida Hurlman of Cloverdale, Ore., returned home Sunday after spending several days with her brother and sister-in-law.

"Cameo"



The New Line of Hosiery for Mosses Lake.
40-45-51 gauge, 51 denier.
A few dresses and blouses to be had on clearance.
Patio Dress Shop
Mosses Lake

WHAT A CHANGE a few years make. Why, a short time ago no one could have imagined the modern, streamlined farm equipment center like ours. Farm equipment for practically every need. Come in and talk over your problems with us and see the latest units on our floor.

MOSES LAKE GRANGE SUPPLY, INC.
MOSES LAKE, WASH. PHONE 3F6

MOSES LAKE GRANGE SUPPLY, INC.
MOSES LAKE, WASH. PHONE 3F6



CLINT'S
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Phone 84-W • Moses Lake



FEET HURT?
QUICK RELIEF FROM WEAK ARCH SYMPTOMS
• Rheumatic-like Foot and Leg Pains
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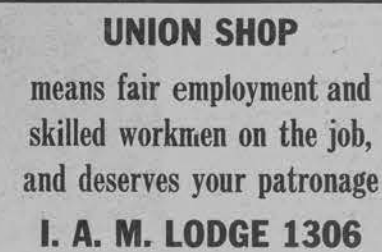
Phone 49-W Mosses Lake 117 E. Broadway

EATS New Kind of CANDY Loses 65 Lbs.

Wears Size 12 Again
One who has lost 65 pounds, and who is now wearing size 12 shoes, is Mrs. J. I. Johnson. She lost the weight by eating a new kind of candy.

Mrs. D. J. Mason and children Alfred and Loretta went to Butte Falls, Ore., last Thursday to spend their vacation with Mrs. Mason's brother, Charles Underwood, and his sister and family, Mr. and Mrs. J. D. Moorehead.

Wednesday guests of the Frank Moultons were Mrs. Irene Breaux and children, Barbara and Sonny of Ephrata.



UNION SHOP
means fair employment and skilled workmen on the job, and deserves your patronage
I. A. M. LODGE 1306

PRESENTED BY MOSES LAKE GRANGE SUPPLY, INC.



IT SEEMS LIKE YESTERDAY —
"THE UGLIEST GIRL IN THE NEIGHBORHOOD"
JIGGERS! HERE COMES RUCK-TOOTH! MAUDE AGAIN!
BUT THEY DON'T HESITATE TO GIVE HER A SECOND LOOK NOW!
WOO WOO — WHAT A LITTLE ROUGE AN LIPSTICK WON'T DO!
HOT DO!
WHAT A CHANGE a few years make. Why, a short time ago no one could have imagined the modern, streamlined farm equipment center like ours. Farm equipment for practically every need. Come in and talk over your problems with us and see the latest units on our floor.

WHAT A CHANGE a few years make. Why, a short time ago no one could have imagined the modern, streamlined farm equipment center like ours. Farm equipment for practically every need. Come in and talk over your problems with us and see the latest units on our floor.

MOSES LAKE GRANGE SUPPLY, INC.
MOSES LAKE, WASH. PHONE 3F6



CLINT'S
TACKLE & TOY SHOP
Phone 84-W • Moses Lake



FEET HURT?
QUICK RELIEF FROM WEAK ARCH SYMPTOMS
• Rheumatic-like Foot and Leg Pains
• Callouses on Soles
• Tired, Aching Feet
• Cramped Toes
• Sore Heels
• Burning sensations at the Ball of Foot



Any of the above conditions may be due to weak or fallen arches. If, in your case, this is the reason for one of these painful conditions, there's no need to suffer. Dr. Wm. M. Scholl has developed more than 50 different types of anatomically correct, light, resilient adjustable supports for the relief of weak arch conditions. They slip into your shoes like an insole. For men, women, children, \$2.50 to \$10.00 a pair. Come in for demonstration fitting. There's no obligation.

CHASE'S BUSTER BROWN SHOE STORE

Phone 49-W Mosses Lake 117 E. Broadway

Centennial Feed For All Your Livestock

Check with us now for your **FALL GRASS AND GRAIN SEEDING.**

See that your stock have minerals.

Also check on Worms, Lice and Mites.

RALPH SEZ: You cannot make trouble for others without having some of it stick to you.

WESTERN COLD STORAGE

Phone 23 Mosses Lake



Waikiki
KENNETH EVANS
Resident Manager
MOSES LAKE
Phone 58-J

Atomic Potato Field Explored For Better Crops

BROOKHAVEN, N. Y., (AP)—A shortcut to better potato crops is being sought in the first atomic potato field which is growing here at the Brookhaven national laboratory of the atomic energy commission.

The potatoes were planted this spring by a group of geneticists headed by Dr. Arnold H. Sparrow in the biology department at Brookhaven, under Dr. L. F. Nims, and their progress was reported today.

Before planting, the potatoes were given varying doses of X-rays. The rays hit the potato eyes from which new potato plants sprout.

DOSES ARE INCREASED
The X-rays began with a dose about as strong as is given to human beings, and step by step this dose was increased until it was hundreds of times stronger. Each dose was given to a separate batch of potato eyes.

Then they were planted. In all cases the X-rays delayed the growth—the mild rays a little and the stronger rays more, up to the point where some plants did not grow.

The stronger the rays, the squatter the potato plant. Whether the squattest plants will produce potatoes is not known yet. It is remotely possible that new potato varieties might spring by accident from the X-rays.

SPEEDS UP CHANGES
A search is made each day for one or more plants to see if bugs fail to eat them. This resistance to bugs and disease is something that occurs naturally in most crop plants, due to alterations in heredity.

Nature's heredity changes are very slow. The X-ray changes are fast.

This is the first time that atomic changes have been tried on vegetable plants—that is, plants which do not grow from seed. The experiment on Long Island potatoes is planned to run for 10 years or more, because the main object is to get new facts about heredity and about its application not only to crops but to biology and perhaps, medicine.

As the work progresses potato eyes will be exposed to other forms of atomic rays, including the neutrons that will come from an atomic pile, or even, now near completion here,



FIRE SWEEPS WEYERHAEUSER DOCK—This aerial picture shows the fire that swept a one-third-mile-long cargo dock at Longview recently, with loss estimated at \$1,000,000. A large drying shed (right center) was threatened but did not burn. The dock was owned by the Weyerhaeuser Timber company.—Associated Press photo.

WENATCHEE CHIEFS MEET SACRAMENTO

The Wenatchee Chiefs of the Western International League will meet their parent Sacramento Solons of the Pacific Coast league at Wenatchee's recreation park next Monday, Aug. 16, it was announced this week by Chiefs Business Manager Joe Brownlow.

The two clubs have met each year since the war, with each holding a win. In 1946 the pennant-winning Chiefs trod roughshod over the Solons, 15 to 1. Last year the Solons turned the tables but were pressed, 4-2.

Regular W.I.L. prices will prevail for the game, which starts at 7:15 (PST).

CHURCH TO SHOW FILM

"Man of Faith," a 25-minute motion picture with a religious theme, will be shown at Sunday school and the regular morning service of the Presbyterian church Sunday, according to church leaders.

Tree trunks may be split open by excessively low temperatures.

PHONE COMPANY AD IN TRADE MAGAZINE PLUGS RICH OTTMAR

"Meet Richard Ottmar, successful farmer of Moses Lake, Washington," reads the heading of an advertisement of the Pacific Telephone and Telegraph Co. in the July issue of Fruit and Vegetable Review, monthly national trade magazine of growers, dealers and shippers.

Featured in the ad is a sketch of Ottmar tinkering with the motor of his tractor. The text says, in part:

"Fully mechanized and prosperous is Mr. Ottmar's 80-acre farm located near the famous Columbia Basin project. Water from his own well irrigates the rich bottom land which produces up to 40 tons of potatoes an acre from two crops a year . . . and six tons of hay per acre from three crops a year."

Of course, it goes on to say that Ottmar "considers the telephone one of his most efficient tools."

BAKERETTES

By Sheppard's Bakery



This Week's Special!
Jelly Roll with Coconut
30¢



MACDONALD

By JESSIE MacDONALD

Mr. and Mrs. Ludwig Briaki and Marie spent the weekend visiting relatives at Gold Bar and East Stanwood.

Mrs. Guy Willson is visiting relatives in Salem, Ore., for a few days.

Mr. and Mrs. Harold Blevins and Mr. and Mrs. David Falkenberg were visitors at the Lonnie Nalley home Saturday.

Mr. and Mrs. Martin Johnson were visitors at the MacDonald and Campbell homes Sunday. Jean Harling has returned from a several days' visit with relatives in Salem, Ore.

Columbia Aggregates

Sand—Gravel

Ready-Mixed Concrete

Phone 40-W Moses Lake

GILLETT'S GROCERY

(Formerly Ralph's Market)

RADISHES
ONIONS } - - - 3 bu. 10c

Mello-Jell 8 flavors
GELATIN DESSERT 4pkgs. 25c

PEPPERS FANCY - lb. 17c
CANDY BARS - - 3 for 10c

Full of Almonds — Butter Nut — Buck Private
Dutch Treat

Songs of Satisfaction



MEN'S SUITS, SLACKS, SPORT COATS

Taylor's
"THE FRIENDLY STORE"
THIRD & ALDER — MOSES LAKE
Phone 270-J

TWO BIG EVENTS DANCE

Sat., Aug. 21 - 9 p.m.

Roller Drome -- Moses Lake

Admission to Dance \$1.25 Tax Included

MOTORCYCLE T T RACES

Sun., Aug. 22

1:30 p.m.

5 Miles out of Moses Lake on Ephrata Highway
Follow the Arrows

AN A.M.A. SANCTIONED EVENT
\$200 PRIZE MONEY

Good Time and Chills and Thrills!

Sponsored by the Basineers Motorcycle Club

Admission to Races \$1.00 Tax Included



So mellow, so rich and tasty, MORNING SUN milk is a wonderful treat for any meal. Simple meals, filled with hearty, fine flavor. That's what folks want today and every glass of MILK is a flavor-dream come true. Buy this tantalizing food today.

MORNING SUN DAIRY

Phone Moses Lake 236-R-1
Ephrata 426-J



YALE'S Food Store

DEAN YALE

MOSES LAKE

Don't Forget to Register. Tomorrow, Aug. 14, is the Last Day!



BARGAINS

Sale Offers Good Aug. 11 thru Aug. 21

10 Quart Pails
Hot Dipped Galvanized
Reg. 65c **39¢**

Exhaust Extension
"Zephyr" Model
Reg. 93c **49¢**

7-Piece Berry Set
Sunburst Colonial cut glass
One 8-in. and six 4 1/2-in.
bowls
Reg. 39c **27¢**

Lunch Kits
All Metal
Reg. 35c **23¢**

Boys' Football
Reg. \$2.69 **\$1.98**

3-Blade Knife
Keen Tempered Steel
Reg. 98c **77¢**

Tricycle
Strongly built
Reg. \$5.59 **\$4.58**

Child's Wagon
21x10x2 1/2 pressed aluminum
body
Reg. \$3.95 **\$3.16**

Black Garden Hose
25 ft., reg. \$2.98 **\$2.48**
50 ft., reg. \$5.59 **\$4.59**

Stepladder
5-ft. Mortised and riveted
steps
Reg. \$5.69 **\$4.44**

Clearance Lamp
Reg. 43c **24¢**

Tennis Balls
Reg. 3 for \$1.98
Now **3 for \$1.49**

4 1/2 ft. Steel Casting Rod
Reg. \$5.95 **\$2.98**

Casting Reel
Shakespeare Wonder Reel
Reg. \$10 **\$8.95**

Tackle Box
19-in. Steel box, cantilever
tray
Reg. \$2.79 **\$2.39**

Bait Box
Transparent Plastic
Reg. \$1.79 **\$1.39**

Leader Box
3 1/2-in. Plastic
Reg. 65c **53¢**

Gut Leader
3-ft. silk worm gut
Reg. 29c **23¢**

Camp Stools
15-in. Folding
Reg. 59c **49¢**

Camp Grates
Heavy Wire
Reg. \$1.39 **97¢**

Game Bags
"Field & Stream Bags"
Reg. \$2.98 **\$2.43**

American Eagle Shells
410 Gauge .Box **\$1.79**

HomeGuard White House Paint

Now only **\$19.88**
for 5 gallon cans

Single Gal. reg. \$5.25
Now Gal. **\$4.49**

Iron Enamel
Tough, high gloss black
Pint, reg. 40c **33¢**

Sale Enameled Utensils
Double coated porcelain
on steel. White with red
trim.

Sauce Pan, 1 qt. (19-3127) **27¢**
Reg. 37c

Sauce Pan, 1 1/2 qt. (19-3128) Reg. 30c **29¢**

12 1/2-in. Wash Basin (19-3125) Reg. 47c **35¢**

Pot, covered, 4 qt. (19-3125) Reg. 83c **59¢**

Pot, covered, 6 qt. (19-3126) Reg. 83c **67¢**

Pot, covered, 8 qt. (19-3127) Reg. \$1.10 **79¢**

14-qt. Dish Pan (19-3118) Reg. 85c **64¢**

Double Boiler, 1 1/2 qt. (19-3105) Reg. \$1.05 **75¢**

8-Cup Percolator (19-3141) Reg. \$1.15 **85¢**

Tea Kettle, 5 qt. (19-3147) Reg. \$1.29 **95¢**

FRANK AKRIDGE
Western Stores
WESTERN AUTO SUPPLY CO.
A DIVISION OF GORDON-KORDEY, INC.
Phone 179-W Moses Lake, Wash.

10774

St. Paul, June 23, 1948.

Mr. W. W. Judson:

Attached is Return to Questionnaire in connection with application for authority to construct a branch line railroad from Mitchell Spur to Moses Lake, Finance Docket No. 16119.

The following signatures are requires to complete the form:

Signature of President on Sheet 14.
Attested signature of President on sheet following Sheet 14.
Signature of General Counsel on Exhibit "G".

Mr. Haw has reviewed the Return to Questionnaire and is securing a copy of Notice as published in local newspaper referred to on page 1, and which is to be attached to page 2 when received.

With addition of signatures on attached form, stencil will be completed.

Chief Engineer

HRP:S
attach.

TELEGRAM



TELEGRAM

10774

[Signature]
Moses

ST. PAUL
OFFICE

1948 JUL 22 PM 8 46

NP196SF M SPOKANE 22 548P

H R PETERSON STP

P-223 THINK I WENT OVER THIS ENOUGH WITH JAHN AND OK TO TRANSMIT
TO JUDSON B-226

BLUM.

OFFICE OF
CHIEF ENGINEER
JUN
23
1948
DR. P. G. RY.
ST.

1948

1948



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane, June 22, 1948

H R Peterson - St Paul

P-223 Think I went over this enough with Jahn and OK to transmit
to Judson. B-226

Blum

TELEG



TELEGRAM



RAM

N.P. RY. SPOKANE
TELEGRAPH OFFICE

JUN 22 PM 2 31

SF158NP 0 STPAUL 22 418P

BERNARD BLUM CAR 4 SPOKANE

MOSES QUESTIONNAIRE COMPLETED STOP WILL IT BE SATISFACTORY TO
TRANSMIT DIRECT TO JUDSON OR DO YOU DESIRE TO REVIEW FURTHER P-223

H R PETERSON..



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

10774 M.

St Paul June 22 1948

Bernard Blum
Car 4 Spokane

Moses questionnaire completed stop Will it be satisfactory to
transmit direct to Judson or do you desire to review further P-223

H R PETERSON

417pm

St. Paul, Minnesota
June 22, 1948

Mr. Bernard Blum:

Herewith Return to Questionnaire in connection with application for authority to construct a branch line of railroad from Mitchell Spur to Moses Lake, Finance Docket No. 16119.

This is complete with the following exceptions:

Newspaper clipping of publication to be
pasted on sheet 2

Signature of the President on sheet 14

Attested signature of the President on
sheet following sheet 14

Signature of General Counsel on Exhibit "G"

When this has been done, stencil will be
completed.

A handwritten signature in dark ink, appearing to be "J. S. [unclear]", written over a horizontal line.

Valuation Engineer

FMM:K
Enc.

OFFICE OF
CHIEF ENGINEER
JUN
22
1948
NOR. PAC. RY.
ST. LOUIS, MO.

St. Paul, Minnesota
June 22, 1948

Mr. Bernard Blum:

Herewith Return to Questionnaire in connection with application for authority to construct a branch line of railroad from Mitchell Spur to Moses Lake, Finance Docket No. 16119.

This is complete with the following exceptions:

Newspaper clipping of publication to be
pasted on sheet 2

Signature of the President on sheet 14

Attested signature of the President on
sheet following sheet 14

Signature of General Counsel on Exhibit "G"

When this has been done, stencil will be
completed.

W. H. JAHN

Valuation Engineer

FMM:K
Enc.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

10774 M.

W. H. Jahn
St. Paul, Minn.

Seattle, Wash.
June 17, 1948

J-217 Total B and C requirements Moses Lake spur. Station 10 - 48 ft.
48 inch RCP. Station 119 - 60 ft. 48 inch. Station 159 - 40 ft. 36 inch.

Station 187 - 60 ft. 36 inch. Total requirements 108 lin. ft. 48 inch and
100 lin. ft. 36 inch RCP. See profile for total grading quantities. Also

see my letter of Nov. 12, 1945 to Blum for grading quantities and culverts.
Estimate 215,000 cu.yd. in cut can be handled including haul to embankment

in place for 30¢ per cu.yd. Balance of pay quantities 45,000 cu.yds. in
light excavation and side borrow estimated cost 20¢ per cu.yd. Total cost

of grading \$73,500. In revising estimate current prices should be used for
track metals as approved by Blum. D-219

cc HB ✓

J. T. DEERIG

10:25

File: 717-1 - Moses Lake - Proposed spur

OFFICE OF
CHIEF ENGINEER
JUN
12
1946
JDR. PAC. RY.
ST.

TELEGRAM



TELEGRAM



TELEGRAM



NPCF X SEATTLE 15 426P

258 BERNARD BLUM
259 W H JAHN STP

J 215 MOSES LAKE SPUR MAP DATED APRIL 19 AND PROFILE SAME DATE
BASED ON GOVT SURVEY CONTOURS AT 2 FT INTERVALS AND IS AS NEAR
CORRECT FOR A MAP AND PROFILE AS CAN BE ACCOMPLISHED WITHOUT MAKING
COMPLETE CROSS SECTIONS IN THE FIELD I CONSIDER THIS MAP AND PROFILE
ADEQUATE FOR MAKING APPLICATION FOR ICC APPROVAL SEE MY LETTER TO
BLUM JUNE 14TH, ABOUT HIS SUGGESTION FOR IMPROVEMENT OF LINE
EAST FROM STATION 140 DO NOT CONSIDER PROJECTION SHOWN ON MY
MAP DATED APRIL 19 CAN BE MATERIALLY IMPROVED BEFORE CROSS SECTIONS
ARE TAKEN ORIG WHJ CY BB D 213

J T DERRIG.

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1948 JUN 15 PM 7 44

10774

OFFICE OF
CHIEF ENGINEER
JUN
16
1948
DR. PAL. RY
ST

Hold

Seattle, Wash.
June 14, 1948

717-1

B

Moses Lake - Proposed Spur

Mr. Bernard Blum:

Your letter of June 3rd in reference to projected location of Moses Lake spur and referring to the possible improvement of the line east from Station 140.

I made a number of projections before the location shown colored red on the attached print was accepted as the cheapest and most feasible location for a connection to our main track. For your information I am attaching hereto profile showing a comparison of the alignment as between the projected location designated Line "A" and the alternate location with improved alignment as you suggest above Station 140 shown colored green designated Line "B".

Grading quantities using the same grade line for Line "B" is 415,000 cu.yds. as against 215,000 cu.yds. for the projected location. The projected location is based on balancing the quantities. If will, of course, be possible to reduce the grading quantities if the grade is increased and supported alignment introduced using, say, a 2% grade. I would roughly estimate we would save about 50,000 cu.yds. of grading quantities but we would increase the alignment and distance and there would be very little net saving.

As heretofore recommended I think we should accept the projected alignment when and if the ICC approve the authority we can run out the alignment on the ground and possibly improve the projection to a slight extent.

It, of course, would be possible to make the connection further west and decrease the grading quantities but that arrangement will not give us as good a connection at the townsite of Moses Lake and would also increase the distance and possibly get into complications of getting ICC approval as we would be closer and more parallel to the Milwaukee existing spur.

Please advise if you wish me to run out the alignment on the ground at this time. I do not wish to incur this expense without your authority to do so.

*Mr. Blum
Copy of letter and maps given Mr. W.H. Dalm
JTD:c
6/17/48*

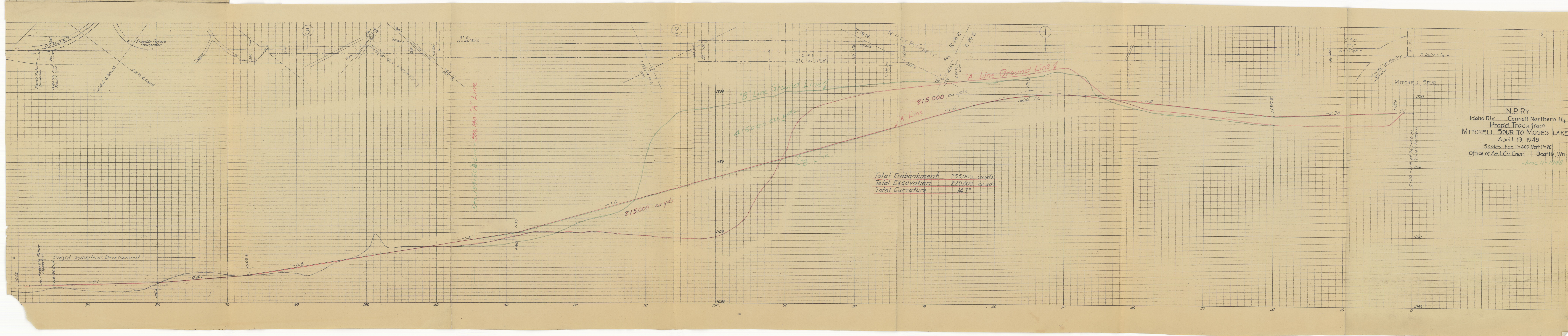
J.T. Derrig
Assistant Chief Engineer

OFFICE OF
CHIEF ENGINEER
JUN
17
1948
DR. PAL. RY.
ST. J. N.Y.

8-010



8-010



N.P. Ry.
Idaho Div. Connell Northern Ry.
Prop'd. Track from
MITCHELL SPUR TO MOSES LAKE
April 19, 1948
Scales: Hor. 1"=400', Vert 1"=20'
Office of Asst. Ch. Engr. Seattle, Wn.
June 11, 1948

Seattle, Wash.
June 14, 1948

717-1

*Draft Room
file 397-24*

Moses Lake - Proposed spur

Mr. Bernard Blum:

I am attaching herewith one print each of two prints of Reclamation Department's map, topography, 2 ft. intervals, in the vicinity of Moses Lake where we are considering the proposed location for a industrial spur to that point.

I have heretofore furnished you with prints of these maps but it occurred to me that the attached prints may be of some use to you in checking up the projected locations at this point.

The location of the Government railroad was obtained from a print furnished by Colonel Hewitt's office and the airport is shown on our projected map. I have heretofore furnished you with a print of the map showing the airport layout.

[Signature]
Assistant Chief Engineer

JTD:c

Mr. W. F. Zahn

OFFICE OF
CHIEF ENGINEER
JUN
18
1948
NOR. PAC. RY.
ST. PAUL, MINN.

OFFICE OF
VALUATION ENGINEER
JUN
18
1948
NOR. PAC. RY.
ST. PAUL, MINN.

Seattle, Wash.
June 14, 1948

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

I am attaching herewith one print each of two prints of Reclamation Department's map, topography, 2 ft. intervals, in the vicinity of Moses Lake where we are considering the proposed location for a industrial spur to that point.

I have heretofore furnished you with prints of these maps but it occurred to me that the attached prints may be of some use to you in checking up the projected locations at this point.

The location of the Government railroad was obtained from a print furnished by Colonel Hewitt's office and the airport is shown on our projected map. I have heretofore furnished you with a print of the map showing the airport layout.

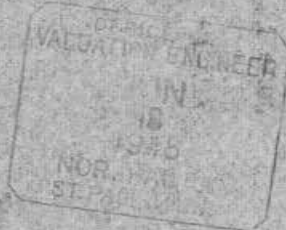
J. T. DERRIG

Assistant Chief Engineer

JTD:c

VALUATION ENGINEER, BIRMINGHAM

W. J. DERRIC

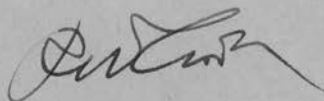


St. Paul, Minn., June 8, 1948.

Mr. Bernard Blum,
Chief Engineer.

Referring to your letter of June 7 to which was attached copy of prepared answer to Question 29 of I.C.C. questionnaire submitted in connection with the proposed Moses Lake extension:

The statement as prepared has my approval.

A handwritten signature in dark ink, appearing to be "D. L. ...", is written below the typed text.

OFFICE OF
CHIEF ENGINEER
JUN
8
1948
JDR. PAC. RY.
ST. LOUIS, MO.

St. Paul, Minnesota
June 7, 1948

Mr. R. W. Clark:

Referring to your letter of May 24 enclosing copy of Mr. F. J. Berry's letter of May 19 with suggested replies to I. C. C. Questionnaire in connection with the proposed Moses Lake Extension.

From the information furnished, we have prepared answer to Question 29 as per attached. This statement reflects minor corrections as discussed with Mr. Mootz. Before submitting in final form I would like your approval.

RM
Enc.

Saint Paul, June 3, 1948

MR. J. T. DERRIG:

Supplementing my letter of the 2nd about the location for the
Moses Lake spur:

First of all, please correct the word "Continental" in the
third line, to read "Connell Northern".

When I wrote you I did not have my file with me and have now
checked your profile dated April 19. In looking over the location
shown on the map you recently sent me I visualized roughly the
profile as show it on your April 19 drawing. It seems to me that
the grading quantities could be materially reduced if the line were
shifted as suggested between stations 75 and 110. I suggest that
you check into this.

bb/s

St. Paul, Minnesota
June 2, 1948

Mr. J.T. Derrig:

Your letter of the 29th transmitting topographical map of the Moses Lake area on which has been projected the proposed spur from our Continental Line.

Have you made a profile for the line as shown? *Cornell Northern*
A brief comparison of this location with the one shown on map prepared in your office dated Oct. 3, 1945 seems to indicate that the present location is north of the one shown on the 1945 map, and would involve a heavier cut and fill. The 1945 map shows a 1% grade.

I suggest you project profile and see what can be developed in the way of grade and quantities and give consideration to moving the line further south between Stations 75 and 140.

BERNARD BLUM

BB/efv

St. Paul, Minnesota
June 2, 1948

Mr. J.T. Derrig:

Your letter of the 29th transmitting topographical map of the Moses Lake area on which has been projected the proposed spur from our ~~Continental~~ *Connell Northern* Line.

Have you made a profile for the line as shown? A brief comparison of this location with the one shown on map prepared in your office dated Oct. 3, 1945 seems to indicate that the present location is north of the one shown on the 1945 map, and would involve a heavier cut and fill. The 1945 map shows a 1% grade.

I suggest you project profile and see what can be developed in the way of grade and quantities and give consideration to moving the line further south between Stations 75 and 140.

BERNARD BLUM

BB/efv

Seattle, Wash.
May 29, 1948


717-1

Moses Lake - Proposed spur

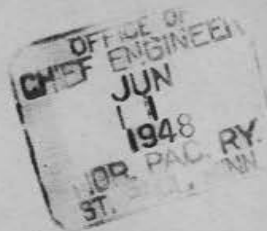
Mr. Bernard Blum:

For your information I am attaching hereto copy of Mr. Moore's letter of April 24th together with one print of projected map showing proposed spur connection to Moses Lake on which I have shown in color the options obtained to date by Mr. Moore and referred to in his letter attached.

It is my understanding the balance of the options will be obtained within the next few days and when these are obtained there is no reason why we cannot run out the alignment for the proposed track, although I will defer doing this until I have formal request from our Right-of-Way Department or from you to so arrange.


Assistant Chief Engineer

JTD:c



Seattle, Wash.
May 29, 1948

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

For your information I am attaching hereto copy of Mr. Moore's letter of April 24th together with one print of projected map showing proposed spur connection to Moses Lake on which I have shown in color the options obtained to date by Mr. Moore and referred to in his letter attached.

It is my understanding the balance of the options will be obtained within the next few days and when these are obtained there is no reason why we cannot run out the alignment for the proposed track, although I will defer doing this until I have formal request from our Right-of-Way Department or from you to so arrange.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

717-1
Seattle, April 24, 1948.

OFFICE OF
ASST. CHIEF ENGR.
MAY 25 1948
N. P. RY. CO.
SEATTLE, WASH.

Mr. J. H. Poore,
Vice President,
St. Paul, Minnesota.

Acquisition of right of way for proposed spur to
Moses Lake:

On February 17, 1948 in accordance with prior agreement form of options were mailed to Dr. Richard Penhallurick at Moses Lake so that he could go ahead and tie up the necessary right of way and on February 25, at his request, we mailed him revised options covering the land owned by his father R. F. Penhallurick and his Uncle Jack Penhallurick. All of these option forms, excepting the two Penhallurick ones, and one for Erickson, were turned over to Mr. C. Bedford, a local real estate man and president of the Chamber of Commerce, by Dr. Penhallurick.

We now enclose a map showing in various colors the options which have been taken. Progress made on each parcel is as follows:

- | | | |
|---|-------------|----------|
| 1. Option secured from Emanuel Jansling | 13.72 acres | \$246.96 |
| 2. Option secured from John Bloomquist
(By C. Bedford who still has the option) | 10.70 acres | ? |
| 3. Adam Zicker Estate
(C. Bedford reported May 7th that he had been negotiating with the heirs) | 9.28 acres | |
| 4. Northern Pacific Land Department | 4.59 acres | |
| 5. Option secured from Leah C. Bertholdi
(C. Bedford called at this home and left the option which was returned to him by mail with the price of \$4,000 filled in. This will need to be renegotiated or condemned.) | 13.50 acres | 4000.00 |
| 6. John Erickson
(At the request of R.F. Penhallurick I called on Mr. Erickson, a banker in Odessa, Wash. who declined to sign option until he had viewed the property.) | 3.11 acres | |

Mr. J. H. Poore - 2.

7. Option secured from Monte H. Morris
(Marvin went to Clarkston, Wash. and secured this option.) 5.28 acres \$528.00
8. G.C. Wenzor of Hawthorne, Nevada
(Mr. Bedford asked Mr. Russell Smith of the City Planning Council to secure this option on his way to California.) 6.75 acres
9. Lula O'Hara Bauer
(I called on this lady in Spokane but she declined to sign the option until she had consulted some friend.) 3.72 acres
10. Option secured from Anna Carr
(I called on this lady in Spokane.) 4.04 acres 100.00
11. Northern Pacific Ry. Co. Land Department 2.02 acres
12. Option secured from E.H. Crisp
(By C. Bedford who still has option.) 0.46 acre
13. Option secured from W.H. Parsons et al
(C. Bedford called on Mr. Parsons and reported that the land was owned by three partners and that the price discussed was \$1,000. This office followed this up and secured the signatures. Although the right of way almost bisects this property the price appears high.) 2.24 acres \$1,000.00
14. R.P. Penhallurick 26.31 acres 2,346.31
(This option carries out an early agreement made with this office, that the consideration for 21.10 acres required would be 400 acres owned by the Land Department. On April 16 1948 I secured a revised option for 26.31 acres for this same consideration.)

Mr. J. H. Poore - 3.

15. Jack Penhallurick

29.67 acres \$25,000.00

(The option I secured on April 16 covered a 400 foot strip containing 9.82 acres @ \$1,000, or \$9,820. On May 20 I secured a new option for 29.67 acres at \$842 per acre, or \$25,000. R. P. Penhallurick and his sons, Dr. Richard Penhallurick and Ed Penhallurick, vigorously opposed this option to the railway company as they wished to control the property fronting on Broadway so that they could lease it for commercial purposes which might not require trackage. The City Planning Council also did not wish the railway company to own this street frontage. I made every effort to secure an average wholesale price of \$500 per acre on this property, pointing out to Jack Penhallurick that his land on the south side of Broadway would be greatly enhanced in value if we constructed our spur to Moses Lake, but although he freely admitted this, \$25,000 was the best price I could secure. All of the Penhalluricks were informed that unless the railway company could own a small industrial area upon which we could locate a few warehouses the railway company would not construct this spur track. Because of the family disagreement Jack Penhallurick requested that we not disclose to any one that we have this new option until we are ready to build. Copy of revised option is attached. You will note that this new option cancels the old one.)

Jack Penhallurick owns the E¹/₄SW¹/₄ and W¹/₂SE¹/₄ of section 14, 19 north, 28 east and on March 29, 1945 leased the same to his nephew, Ed Penhallurick for a term of 5 years at \$500.00 per year. On the property covered by our option there is a one and one-half story, solid concrete house 30 feet by 30 feet, a garage and a storehouse building with a large cellar beneath it and an open irrigation ditch extends across the end of our right of way which will need to be protected. I declined to take the option subject to this outstanding lease and told Jack Penhallurick that he will have to take care of his nephew when we require possession. I agreed, however, that it was not likely our main spur would be constructed before next August and that it was also unlikely that we would need to destroy the house before the lease expired on March 29, 1950, and I agreed we would not disturb

Mr. J. H. Poore - 4.

his nephew unless we required the area for the railroad
or for a warehouse. He pointed out that we could secure
access to our track over the good road beside this house.

JTB-L

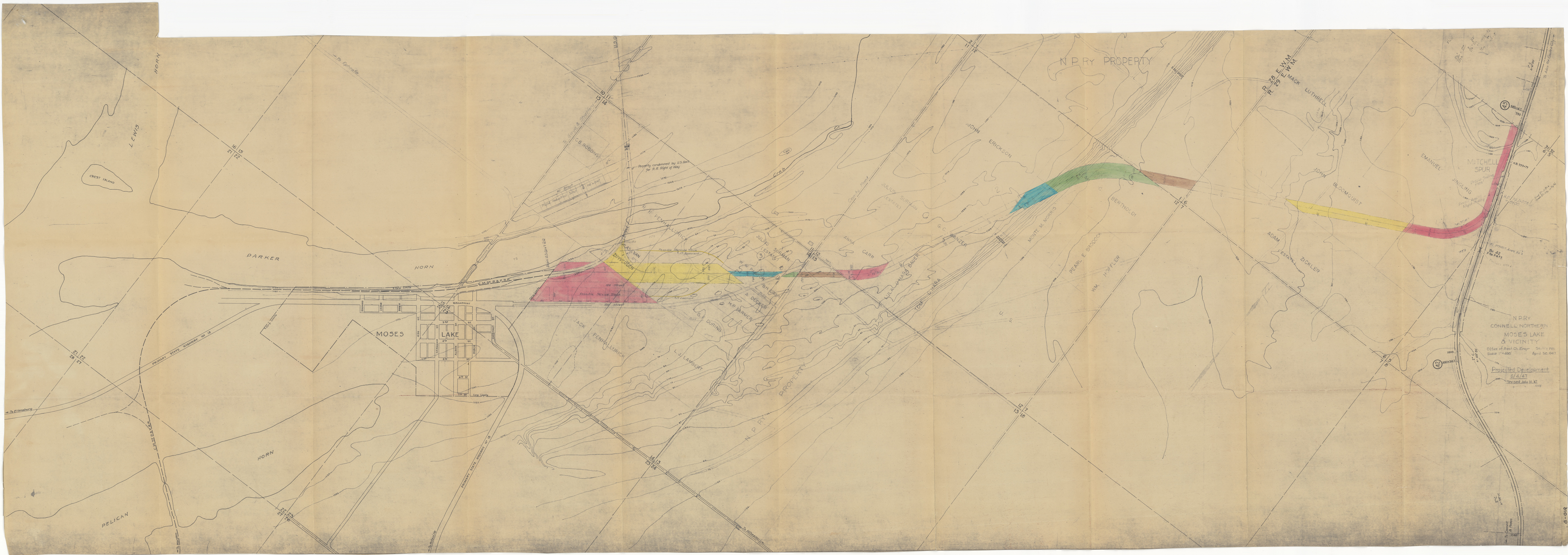
(Signed) A. T. MOORE
Industrial Agent.

enc.

cc Mr. R. S. Macfarlane,
Mr. F. J. Berry,
Mr. J. T. Gerrig.

2 colour plate attached
jm

Rec'd



N.P.R.Y. CONNELL NORTHERN
MOSES LAKE
& VICINITY
Office of Asst. Ch. Engr. 2nd Div. W.D.
Scale 1" = 4000' April 30, 1947
Projected Development
6/4/47
Revised July 18, 1947

OFFICE OF
ASST. CHIEF ENGR.
MAY 25 1940
N. P. BY CO.
SEATTLE, WASH.

*Hold for reply from
W.H.G.* 10774
St. Paul, Minnesota,
May 28, 1948.

MR. B. BLUM:

Subject: Construction of Moses Lake Branch.

In discussion today with Mr. da Ponte relative to data to be submitted in questionnaire to be filed in above proceeding, he advised that the following plan should be followed in reply to Questions 29 and 30.

Question 29

In stating estimate of revenues, there will be shown items separately for each of next five years, 1949-1954.

Estimate of annual gross revenue expected after the first five years should be average of years 1955-1959, inclusive. Also, average year after full development should be shown.

Question 30

Mr. da Ponte has authorized use of 50% of proposed Northern Pacific revenue to be used as operating expense cost which leaves 50% of gross revenue as net revenue. This 50% is presumed to cover entire cost of transporting traffic over existing lines which leaves net revenue as 50% of total gross revenue. This is basis used in abandonment cases.

Mr. da Ponte does not see any necessity for separate treatment of proposed line from Mitchell Spur to Moses Lake, Washington, therefore full amount of Northern Pacific revenue on proposed additional traffic will be decreased 50% to cover cost of operation.

This will make it unnecessary to secure separate cost of operation for line from Mitchell Spur to Moses Lake.

Mr. Jahn and Mr. Mootz were present at discussion as referred to.

J. Jahn

*Noted. Copies
retained
H.H.G. 5/29*

OFFICE OF
CHIEF ENGINEER
MAY
329
1948
NOR. PAC. RY.
ST. PAUL, MINN.

OFFICE OF
VALUATION ENGINEER
MAY
29
1948
NOR. PAC. RY.
ST. PAUL, MINN.

Enroute, May 23, 1948

MR. F. W. STETEKLOH:

Your letter of the 11th requesting construction costs for the WASHINGTON CENTRAL, the CONNELL NORTHERN, the DAVENPORT-ELEANOR, and the RITTSVILLE lines, Basset Jct. to Schrag, for use in our application to the I.C.C. for extension of the line Wheeler to Moses Lake:

I am transmitting to you herewith in triplicate statements of costs, as follows:

1. Statement covering the estimated cost of the four lines above enumerated, based in I.C.C. Engineering Report of Reproduction new as of June 30, 1917, plus subsequent additions and betterments, and less Retirements, to December 31, 1947.
2. Statement of the cost of the Connell Northern branch from Connell to Adco as it is included in our Investment Account, as of December 31, 1947.

The first statement shows an estimated cost of \$5,046,903 for the 220.535 miles involved. The total investment in the Connell Northern line is shown as \$1,384,184.

You of course appreciate that the cost of reproduction today would be very much greater than the figures shown on the statement. The average cost per mile shown on the statement is less than \$23000, which would hardly pay for building the track structure alone.

bb/s

att.

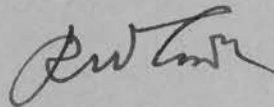
St. Paul, Minn., May 24, 1948.

Mr. Bernard Blum,
Chief Engineer.

Referring to your letter of April 12 containing a number of interrogatories which will be incorporated in the anticipated questionnaire in connection with the application to construct a branch line from Mitchell Spur to Moses Lake, Wn.:

The answers to the anticipated questions have been furnished by Mr. Berry and are attached hereto. Have also attached copy of Mr. Berry's letter of May 19 outlining the detail of this information.

On request of Mr. Macfarlane complete set of the traffic estimates has been furnished his office and will be forwarded to Mr. daPonte.

A handwritten signature in dark ink, appearing to be "J. W. Linn", is located at the bottom right of the page.

COPY

Seattle, Washington
May 19, 1948

File B.

Mr. R. W. Clark, V.P.
Saint Paul, Minnesota.

Your letter May 1st with reference to the proposed application to the I. C. C. for certificate to construct branch line from Mitchell Spur to Moses Lake:

We are enclosing our thoughts as to how questions No. 8 to 13 inclusive, 15 to 26 inclusive, and 29 and 31 should be answered when questionnaire is finally prepared. We have closely consulted with Mr. Eastman in the preparation of these answers.

Enclosed find yearly estimates forwarded and received traffic for period April 1, 1949 to April 1, 1959 inclusive. Also an estimate of received and forwarded showing annual average after the first ten years of operation and an annual average after full development of that portion of the Columbia Basin Project tributary to the Connell Northern Branch within the general Moses Lake territory. Summaries marked Exhibits 1, 2 and 3 are also included. Exhibit 1 shows the estimated traffic for each of the first five years after construction - April 1, 1949 to April 1, 1954. Exhibit 2 shows the estimated traffic for each of the next five years and the estimate for each succeeding year commencing April 1, 1959 until full development of the irrigation project in the area adjacent to Moses lake, tributary to our Connell Northern Branch. Exhibit No. 3 shows the estimated traffic for each year after full development of the project in the area. The full development contemplates construction of two irrigation canals; one, the East Low Canal, will provide irrigation for a portion of the acreage in the area and is planned to be sufficiently completed to provide water for the acreage in question for the 1952 crop year. Work on this canal is now under way. Plans for the second, known as the East High Canal, are still indefinite and the completion of that is somewhat in the future, informed sources estimating fifteen years at a minimum and probably longer. Under these circumstances, we felt it desirable to show the estimated traffic for each of the first ten years and the estimated average for each succeeding year, both before and after full completion of the East Low and East High Canals.

In arriving at our estimates of the received and forwarded tonnage, a definite formula for each commodity was adhered to, based on the information obtained from the Reclamation Bureau and other qualified sources.

May 19, 1948

In every instance, we were conservative, anticipating necessity of justifying our conclusions at the Hearing. A detailed memorandum of factors used in our estimates has been prepared and is available for study by any whom you might suggest familiarizing themselves with the details.

Enclosed also find a small scale map of the Columbia Basin Project on which you will note we have colored four different areas, designating them as E-1, E-2, E-3, and E-4. Those areas designated as E-1 and E-2 will have water available for the 1952 crop year if present plans of the Reclamation Bureau go through. That area designated as E-3 and #4, under present plans, will have water available within two or three years after 1952.

You will also note that we have drawn a heavy black line on this map and it is within this area that we feel lands are tributary to our present Connell Northern Branch, the production of which in our opinion will move to Moses Lake for processing or market and ultimate movement.

Any additional maps which may be necessary to properly present the case to the Commission can be obtained through the Bureau of Reclamation, or, if not available, can be compiled with the Assistance of the Bureau.

Our approach to these estimates is on the basis that the traffic would originate in territory locally tributary to the Connell Northern. It was the first rail line constructed in the immediate territory, having been completed in 1910.

Moses Lake, an established community of approximately 2,000 people, with full facilities for the handling of all commodities now and to be subsequently produced in this territory naturally would attract all of this production tributary to the Connell Northern for eventual movement to markets.

May 19, 1948.

The granting of our application will be tremendously important to the Moses Lake Community. On May 12th, Mr. McCosh, Mayor; Mr. O. D. Goodrich, Councilman, Large Potato Grower and Shipper; Mr. Russell Smith, Large Potato Grower and Shipper; and Mr. Burress, Petroleum Products Distributor, met in Seattle with Messrs. Macfarlane, Kopp, Stapleton and myself. At this meeting, the matter of the city of Moses Lake intervening in our behalf was discussed and those in attendance felt there would be no difficulty in arranging this but it would be necessary that they discuss the matter with the balance of the City Council. Since returning to Moses Lake, they have advised Mr. Macfarlane that the entire City Council are willing and anxious to intervene and that, in their opinion, the residents of Moses Lake would wholeheartedly support our program. They have also agreed to arrange a delegation from Moses Lake to call on Governor Wallgren in view of having the State Department of Transportation intervene in our behalf. This will be done shortly after the application is filed.

Mr. Macfarlane, on his request, has been furnished a complete set of the traffic estimates which is being sent to Mr. daPonte today.

(Sgd) F. J. Berry

Western Traffic Manager.

Attach.

COPY

St. Paul, Minnesota
May 20, 1948

Mr. Bernard Blum:

Referring to Mr. Stetekluh's letter to you dated May 11 requesting cost figures for the Washington Central Line and the Connell-Northern Line in connection with the proposed extension to Moses Lake, Washington.

Enclosed herewith are two statements, each in four copies, of costs for these lines. One statement of cost is based on the Interstate Commerce Commission Engineering Report of reproduction new as of June 30, 1917 plus subsequent additions and betterments and less retirements to December 31, 1947. The other statement is on the basis of costs as included in our investment account. This latter statement covers the Connell-Northern Branch from Connell to Adco only.

Mr. Stetekluh's letter returned herewith.



Valuation Engineer

WHJ:K
Enc.

OFFICE OF
CHIEF ENGINEER
MAY
22
1948
FOR PAC. RY.
ST. LOUIS, MO.

St. Paul, Minnesota
May 20, 1948

Mr. Bernard Blum:

Referring to Mr. Stetekluh's letter to you dated May 11 requesting cost figures for the Washington Central Line and the Connell-Northern Line in connection with the proposed extension to Moses Lake, Washington.

Enclosed herewith are two statements, each in four copies, of costs for these lines. One statement of cost is based on the Interstate Commerce Commission Engineering Report of reproduction new as of June 30, 1917 plus subsequent additions and betterments and less retirements to December 31, 1947. The other statement is on the basis of costs as included in our investment account. This latter statement covers the Connell-Northern Branch from Connell to Adco only.

Mr. Stetekluh's letter returned herewith.

W. H. JAHN

Valuation Engineer

WHJ:K
Enc.

NORTHERN PACIFIC RAILWAY COMPANY

Statement of Costs for Various Branch Lines
in State of Washington

Requested in Mr. F. W. Stetekluh's letter dated May 11, 1948

Costs are based upon I.C.C. Basic Valuation Engineering Report
Cost of Reproduction New as of June 30, 1917 (1910-1914 period
price basis) plus reported cost of subsequent additions and
betterments, less retirements, to December 31, 1947.

<u>Branch Line</u>	<u>Main Track Mileage</u>	<u>Estimated Cost</u>
Washington Central Branch, from Cheney to Adrian and from Odair to Coulee	129.140	\$ 3,119,561
Connell Northern Branch, from Connell to Adco	60.948	1,471,410
Seattle Branch, from Davenport to Eleanor	17.909	257,079
Ritzville Branch, from Bassett Jct. to Schragg	12.538	198,853
Total	220.535	\$ 5,046,903

Office of Valuation Engineer
St. Paul, Minnesota
May 20, 1948

NORTHERN PACIFIC RAILWAY COMPANY

Statement of Original Cost of Connell Northern Branch

Requested in Mr. F. W. Stetekluh's letter of
May 11, 1948

Cost as included in Capital Account of Connell Northern Branch from Connell to Adco, Washington (but not including Ritzville Branch), including cost of original construction, plus additions and betterments, less retirements, to December 31, 1947:

Original construction (Started June 25, 1909, physically completed Nov. 1, 1910)	\$1,268,806.60
Net additions and betterments	<u>115,377.07</u>
Total	\$1,384,183.67

Office of Valuation Engineer
St. Paul, Minnesota
May 20, 1948

10774

St. Paul, Minn.,

May 20, 1948

b

Mr. W. H. Jahns:

My letter of May 13th to you transmitting Mr. Stetekluh's letter of the 11th requesting original cost or reproduction figures for the Connell Northern lines etc. in connection with the proposed extension to Moses Lake.

I now have letter from Mr. Stetekluh advising that General Counsel wants to be furnished with a statement of the estimated maintenance costs for the Washington Central and Connell Northern Branches. This should include with the Connell Northern the line from Bassett Junction to Schrag, and in the case of the Washington Central Branch, should include the line from Davenport to Eleanor.

The cost should be figured at present day levels and on the basis of normalized maintenance costs. Each line, of course, separately. Will you please arrange.

St. Paul, Minnesota,
May 19, 1948.

MR. B. BLUM:

In connection with the proposed extension of the Connell-Northern Line from Wheeler, Washington, to Moses Lake, Washington, Mr. da Ponte has requested that he be furnished with a statement of the estimated maintenance costs for the Washington Central and the Connell-Northern Branches.

This should include with the Connell-Northern also the line from Bassett Junction to Schrag and in the case of the Washington Central Branch, should include the line from Davenport to Eleanor.

Will you please arrange to submit a statement of what might be termed a normal years maintenance for these branch lines, separately. This cost should be based as near as may be on the present day costs of labor and material.

W. H. Stebbins

OFFICE OF
CHIEF ENGINEER
MAY
3 19
1948
HON. P.O. RY.
ST. ANN

MR. W. H. JAHN:

I am attaching Mr. Stetekluh's letter to me of the 11th calling attention to the need for figures on the original cost or reproduction cost of the CONNELL NORTHERN LINE, Connell to Adco; the Washington Central branch; the Seattle Branch Davenport to Eleanor; and that portion of the Ritzville branch constructed from Bassett Jct. to Chrag.

Will you please furnish the figures, with return of his letter.

- Bernard Blum ✓
5/13/48
Saint Paul

bb/s

att.

*W.H.J.:
Statement showing valuation record
cost for each of the four branch
lines, and statement showing
present cost for the Connell Northern
Branch.
7/20/49 H.S.*

*Make copy of Mr.
Stetekluh's letter to
Mr. Blum for our
files*

10774

MR. W. H. JAHN:

I am attaching Mr. Stetekluh's letter to me of the 11th calling attention to the need for figures on the original cost or reproduction cost of the CONNELL NORTHERN LINE, Connell to Adco; the Washington Central branch; the Seattle Branch Davenport to Eleanor; and that portion of the Ritzville branch constructed from Bassett Jct. to Schrag.

Will you please furnish the figures, with return of his letter.

- Bernard Blum
5/13/48
Saint Paul

bb/s

att.

St. Paul, Minnesota,
May 11, 1948.

MR. B. BLUM:

As of May 31, 1940, the Valuation Engineer's office furnished me with a statement of I.C.C. cost of reproduction plus additions and betterments to December 31, 1936, of various branch lines in the State of Washington.

This information was for use and was presented as evidence in I.C.C. 15234 - Transcontinental Divisions Case.

In connection with the proposed extension of line from Wheeler, Washington, to Moses Lake, Washington, we are now requested to furnish to Mr. da Ponte, certain information as to the cost of construction of the Washington Central Line, the Connell-Northern Line and the line from Davenport to Eleanor, Washington, and the Ritzville Branch from Bassett Junction to Schrag.

Will you please to have the information for the above named branches brought down to December 31, 1947. This will be based on the I.C.C. cost of reproduction new as of valuation date plus net additions and betterments to December 31, 1947.

It would also be desirable to get for the Connell-Northern Line (Connell to Adco) a statement as to the original construction cost with dates of construction and net additions and betterments up to December 31, 1947.

W. J. Blum

OFFICE OF
CHIEF ENGINEER
MAY
1 12
1948
NOR. PAL. RY.
ST. JOHN, N.H.

Seattle, Wash.

May 4, 1948

717-1

Moses Lake - Industrial Development

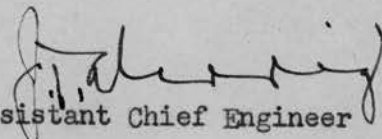
Mr. Bernard Blum:

Your letter of April 30th referring to advisability of running out the alignment for proposed spur leading to Moses Lake.

It is my understanding Mr. Moore has been instructed to obtain options for the right-of-way required for this spur as shown on map dated April 19, 1948, forwarded you with my letter of April 24th - Mr. Williams in particular and now Mr. Moore in turn does not consider it advisable to do any field engineering work or run out the alignment until the required options are obtained. It is my understanding from Mr. Moore verbally that the options are being obtained for a period of one year and on that basis we will have ample time to run out the alignment on the ground before the option expires.

In discussing this matter with Mr. Moore informally today he advised me he expects to have the options completed within the next ten days and when the options are completed I will arrange to have the information shown on a print and forward the data to you. I understand he is obtaining these options through an outside party and there has been very little said on the West End about obtaining the options or about constructing the spur for that matter.

In view of the position taken by our Industrial Department, I will thank you to advise further if you wish to have this alignment run out on the ground in advance of obtaining the options above referred to.


Assistant Chief Engineer

JTD:c



OFFICE OF THE ENGINEER

REPORT OF THE ENGINEER ON THE PROGRESS OF THE WORK DURING THE YEAR 1948

The work of the Office of the Engineer during the year 1948 has been characterized by a steady and consistent progress in all the various branches of the service. The work has been carried out in accordance with the plan of work approved by the Board of Engineers at its meeting on January 15, 1948.

The work of the Office of the Engineer during the year 1948 has been characterized by a steady and consistent progress in all the various branches of the service. The work has been carried out in accordance with the plan of work approved by the Board of Engineers at its meeting on January 15, 1948.

The work of the Office of the Engineer during the year 1948 has been characterized by a steady and consistent progress in all the various branches of the service. The work has been carried out in accordance with the plan of work approved by the Board of Engineers at its meeting on January 15, 1948.

Very truly yours,

CHIEF OF ENGINEER



NEW YORK

Seattle, Wash.

May 4, 1948

717-1

Moses Lake - Industrial Development

Mr. Bernard Blum;

Your letter of April 30th referring to advisability of running out the alignment for proposed spur leading to Moses Lake.

It is my understanding Mr. Moore has been instructed to obtain options for the right-of-way required for this spur as shown on map dated April 19, 1948, forwarded you with my letter of April 24th - Mr. Williams in particular and now Mr. Moore in turn does not consider it advisable to do any field engineering work or run out the alignment until the required options are obtained. It is my understanding from Mr. Moore verbally that the options are being obtained for a period of one year and on that basis we will have ample time to run out the alignment on the ground before the option expires.

In discussing this matter with Mr. Moore informally today he advised me he expects to have the options completed within the next ten days and when the options are completed I will arrange to have the information shown on a print and forward the data to you. I understand he is obtaining these options through an outside party and there has been very little said on the West End about obtaining the options or about constructing the spur for that matter.

In view of the position taken by our Industrial Department, I will thank you to advise further if you wish to have this alignment run out on the ground in advance of obtaining the options above referred to.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

10774

Saint Paul, April 30, 1948

MR. J. T. DERRIG:

Please note the attached to Mr. Clark about the data required for answer to I.C.C. Questionnaire on the proposed construction of the MOSES LAKE branch:

You advised me by telephone that you had not run out the line. Mr. deForte recently told me that the Development Department were acquiring right of way. Will you advise as to this?

If they are actually acquiring right of way it seems to me that there is then no reason why you should not run out the line for certainly by this time all the property owners will know what is going on. I make this comment for the reason that it might be found desirable to change the grade shown on your preliminary map.

I note from your letter of the 24th that you have already made some such revision.

The rail we will figure on to be 90%.

bb/s
att.
x

Saint Paul, April 30, 1948

MR. R. E. CLARK:

Your letter of the 29th in reply to mine of the 12th about application to the I.C.C. for certificate to construct a branch line from Mitchell Spur on the Washington Central to MOSES LAKE:

I do not understand what you have in mind in quoting the letter of the 26th from Mr. Berry. The Engineering Department is called upon to prepare data for the answer to questionnaire of the I.C.C. and we must obtain the information from the best-qualified sources. The fact that it will take Mr. Berry at least two weeks to obtain the information for certain questions is quite satisfactory, for that will be sufficient time for our purposes, although it is of course desirable to have it as soon as possible.

I do not take Mr. Macfarlane's suggestion that the other questions be compiled in Saint Paul as a mandatory order of the Executive Vice President. We have always obtained the information for the questionnaire questions previously sent you from the Traffic Department, and I see no reason why we should at this time deviate from that practice, as the Traffic Department I believe is best qualified to furnish it.

Will you accordingly instruct Mr. Berry to furnish the information for the questions listed in our letter of the 12th?

I note that Mr. Berry lists question 30 as one to be furnished by him. I do not think that that is quite correct; but that he must answer question 29, as I know of no other source for a proper answer. When we have the answer to question 29 we can, in Saint Paul, with the assistance of the Accounting Department, divide the gross revenues into Operating and Net, and Net Ry. Operating Income, and that is the reason we did not ask you to answer question 30. It is quite possible that Mr. Derrig could assist Mr. Berry in some of the answers to these questions as he has been over the line in detail and has a good idea of the country.

Will you kindly take up with the West End accordingly?

cc-Mr. J. T. Derrig

tb/s

St. Paul, Minn., April 29, 1948

Mr. Bernard Blum,
Chief Engineer.

Referring to your letter of April 12 about proposed application to the Interstate Commerce Commission for authority to construct a 'branch line from Mitchell Spur to Moses Lake, Washington:

In this connection, quote you below, following from Mr. Berry's letter of April 26:

"Executive Vice President Macfarlane has suggested that we prepare the answers to question numbers 15, 18, 19, 20, 30 and 31, it being our understanding that information to complete the balance of the questionnaire would be compiled in St. Paul.

"It will be at least two weeks before this information we are now in the process of compiling will be completed. Under the circumstances, will it be necessary that we compile the additional information, suggested by Mr. Blum?"

Will you please advise what may be said to Mr. Berry in reply to his inquiry contained in the second paragraph quoted you above.

RW Clark

OFFICE OF
CHIEF ENGINEER
APR
129
1948
NOR. PAC. RY.
ST. LOUIS, MO.

Seattle, Wash.
April 24, 1948

717-1

Moses Lake - Industrial Development

Mr. Bernard Blum:

Your letter of April 13th requesting certain engineering data in connection with proposed application to I.C.C. for extension of spur track from a point near Wheeler to Moses Lake.

I am attaching hereto one print each together with transparent negative of the following data:

1. Projected location map, scale 1"=400', dated April 19, 1948. This map has been compiled from the U.S. Reclamation map, print of which contour map was forwarded you with my letter of April 14th. The contours shown on the attached map are at 10 ft. intervals only which is in accordance with our standard practice for railroad location.
2. Profile dated April 19, 1948, projected from the topography of the attached map and checked with the Govt. Reclamation map with contours at 2 ft. intervals. You will note I have slightly revised the grade on the profile to provide a better balance of quantities between Stations 110 and 170.
3. Print of small scale map dated April 19, 1948, scale 1"=1 mile showing the location of proposed spur also incorporating thereon the section of our condensed profile of the main track, Connell Branch, Wheeler to Adco.

Your attention is directed to the fact that a slight revision in the alignment has been made for the main spur track at Moses Lake to meet the requirements of our Industrial Dept. in negotiating for the right-of-way with the property owners at this location. The right-of-way requirements are outlined in pencil on the map and includes a strip of property 400 ft. in width. There is also shown on the location map and profile the possible connection to the Govt. railroad, although it is not contemplated that physical connection will be made at this time. A siding and future industrial tracks within the Moses Lake townsite as may be required in the future are not shown. It is anticipated that this

Positives
under
separate
cover



Mr. Blum

-2-

April 24, 1948


trackage will be constructed when and if necessary.

There is also shown possible location of a future service track in the block of property parallel to Broadway St. produced for which 17 ft. easement is to be obtained.

It is my understanding that Mr. Moore is arranging to complete options for the right-of-way as outlined on the attached map including the right-of-way for a possible wye connection to the Govt. railroad shown colored yellow. When the right-of-way options are completed, I will arrange to have the right-of-way outlined in ink on the tracing and furnish you with prints showing the limits of the right-of-way as covered by the options obtained. I am at this time forwarding three extra blank prints to Mr. Moore in order that he may outline the limits and extent of the property under option. I am also sending Mr. Moore two prints of the location map and small scale map. As a matter of information I am furnishing two prints each of the location map, profile and small scale map to Messrs. Macfarlane and Alsip for their files.

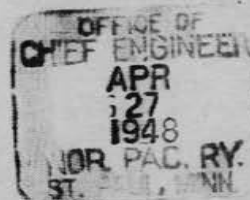
I have reviewed the attached map and profile with Mr. Moore and we consider it sufficiently correct for the purchase of the right-of-way. The profile is as accurate as can be obtained from the Govt. map with 2 ft. contours and the quantities are also considered substantially correct. You of course understand it is not desired to make any field survey until the options for the right-of-way have been completed.

The attached maps and profile will, I think, answer all the questions cited in your letter of the 13th; if not, I will thank you to kindly advise what additional information is necessary from this office.


Assistant Chief Engineer

JTD:c

cc RSM
JFA
JTM



*File negatives
attached and show
file no. in letter
returning to me
5/11/48*

Seattle, Wash.
April 24, 1948

727-1

Moses Lake - Industrial Development

Mr. Bernard Blum;

Your letter of April 13th requesting certain engineering data in connection with proposed application to I.C.C. for extension of spur track from a point near Wheeler to Moses Lake.

I am attaching hereto one print each together with transparent negative of the following data:

1. Projected location map, scale 1"=400', dated April 19, 1948. This map has been compiled from the U.S. Reclamation map, print of which contour map was forwarded you with my letter of April 14th. The contours shown on the attached map are at 10 ft. intervals only which is in accordance with our standard practice for railroad location. #1185-25
2. Profile dated April 19, 1948, projected from the topography of the attached map and checked with the Govt. Reclamation map with contours at 2 ft. intervals. You will note I have slightly revised the grade on the profile to provide a better balance of quantities between stations 110 and 170. #112-25
3. Print of small scale map dated April 19, 1948, scale 1"=1 mile showing the location of proposed spur also incorporating thereon the section of our condensed profile of the main track, Connell Branch, Wheeler to Adco. #1185-26

Your attention is directed to the fact that a slight revision in the alignment has been made for the main spur track at Moses Lake to meet the requirements of our Industrial Dept. in negotiating for the right-of-way with the property owners at this location. The right-of-way requirements are outlined in pencil on the map and includes a strip of property 400 ft. in width. There is also shown on the location map and profile the possible connection to the Govt. railroad, although it is not contemplated that physical connection will be made at this time. A siding and future industrial tracks within the Moses Lake townsite as may be required in the future are not shown. It is anticipated that this

*W. H. J. profile filed as
noted below. JAS.
Jm.*

Mr. Blum

-2-

April 24, 1948

trackage will be constructed when and if necessary.

There is also shown possible location of a future service track in the block of property parallel to Broadway St. produced for which 17 ft. easement is to be obtained.

It is my understanding that Mr. Moore is arranging to complete options for the right-of-way as outlined on the attached map including the right-of-way for a possible eye connection to the Govt. railroad shown colored yellow. When the right-of-way options are completed, I will arrange to have the right-of-way outlined in ink on the tracing and furnish you with prints showing the limits of the right-of-way as covered by the options obtained. I am at this time forwarding three extra blank prints to Mr. Moore in order that he may outline the limits and extent of the property under option. I am also sending Mr. Moore two prints of the location map and small scale map. As a matter of information I am furnishing two prints each of the location map, profile and small scale map to Messrs. Macfarlane and Alsip for their files.

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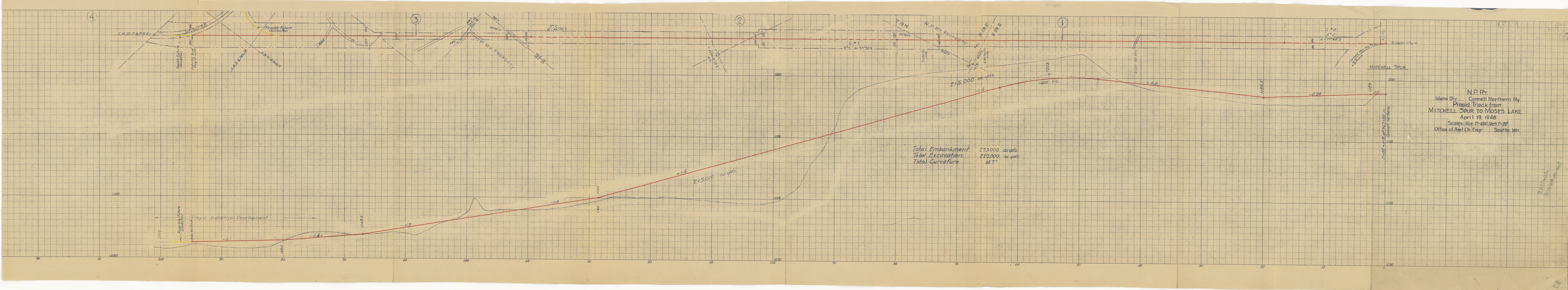
The attached maps and profile will, I think, answer all the questions cited in your letter of the 13th; if not, I will thank you to kindly advise what additional information is necessary from this office.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

cc RHM
JFA
JTM



N.P. Ry
Idaho Div. Connell Northern Ry.
Prop'd Track from
MITCHELL SPUR TO MOSES LAKE
April 19, 1948
Scales: Hor. 1"=400'; Vert. 1"=20'
Office of Asst. Ch. Engr. Seattle, Wn.

Total Embankment 255,000 cu yds.
Total Excavation 220,000 cu yds.
Total Curvature 14.7°

File in
Project
1050-1200



N.P.R.Y.
Idaho Div. - Connell Northern Br.
Proposed Line
between
MITCHELL SPUR and MOSES LAKE
Location Map
Office of Asst. Ch. Engr. Seattle, Wn.
Scale 1" = 1 Mile April 19, 1948