

Priest Rapids

Four islands in the Columbia river at Priest Rapids, containing 125 acres, have been withdrawn from homestead entry on application of the Washington Irrigation & Power company according to notice received at the local land office. The islands are at the point where it is thought the proposed General electric dam will be built--The Yakima Republic, March 16, 1925.

Fifty per cent of the 100,000 acres to be irrigated by the General Electric company's \$100,000,000 project at Priest Rapids is owned by Yakima valley and Seattle residents O.C. Soots, Commercial club secretary, told the Lions club in an address on facts and fancies of the gigantic development project this noon in the Commercial Hotel.

The property owners organized as the Priest Rapids Landowners' association include Harry Kohls who has 600 or more acres; Frank Bartholet, J.L. Hughes, A.V. Stacey, J.F. Schriener and nearly 50 others. Financing of the townsite promotion now under way is under the direction of the Dam brothers, E.J. M^Whorter and two Seattle business men. The townsite is said to be owned by Henry J. Pierce and associates.

George Arrowsmith former manager of the Pacific Power and Light company here who is credited with bringing the feasibility of the project to the attention of General Electric never realized anything materially for the tip that promises to materially change the hydro-electric map of the world.

Yakima cannot help profiting from the proposed development he asserted. He urged completion of a highway via the Moxee valley and Black Rock to the Columbia.

He pointed out the error made recently by a Seattle newspaper stating that the 400,000 to 700,000 horsepower to be generated by the hydro electric unit will be consumed entirely by plants at the project. All of the manufacturing states on the Pacific coast do not use that much power he said.

He stated the same article said the 100,000 acres to be reclaimed from sagebrush would added irrigated lands equal to the entire area under ditch in the Yakima valley. There are 320,000 acres of irrigated land in this valley, he pointed out. The Yakima Republic, March 13, 1925.

Priest Rapids

Tentative plans for the development at Priest Rapids of hydro-electric power second only to that produced at Niagara Falls call for an initial development of 150,000 horsepower at an estimated cost of \$8,000,000, Harry J. Pierce, president of the Washington Irrigation & Development company announced the general plan for the giant task at Portland today.

Plans for the \$8,000,000 development have already been outlined, Pierce said and utilization of the waters of the Columbia river between Pasco and Wenatchee would ultimately afford a maximum development of 450,000 horsepower. Manufacturer of fertilizer is proposed as a medium for the use of 100,000 electrical horsepower.

The Washington Irrigation & Development company is controlled by the American Power & Light company which also controls the Portland Gas & ~~Edget~~ Coke company and the Pacific Power & Light company which supplies Yakima with electric power, gas and water. It may be that the often sought substantial reduction in light and power rates will come to Yakima through the Priest Rapids development. Yakima Republic,
May 2, 1924.

White Bluffs-Priest Rapids

One of the important lines of activity planned by the Commercial club for the coming year is the betterment of the highway connecting Yakima and the White Bluffs-Hanford country on the Columbia river.

The main reason for stressing this highway need is that enormous power developments are scheduled for Priest Rapids within the near future and that if Yakima is to benefit from this development there must be a good highway connecting the Yakima valley with the Columbia river country.

Secretary O.C. Soots of the Commercial club has for several years been boosting for a Yakima White Bluffs road and considers that the time has come for action.

Tangible work for the development of the Priest Rapids project is to begin at an early date according to announcement by the General Electric company which controls the site.

The necessary land, including 5,700 acres for the power plant and dam site has already been secured.

Priest Rapids occupies a strategic post midway between Seattle and Spokane. The plan for the development is the brain child of the late Charles P. Steinmetz, electrical chief of the General Electric and one of the power geniuses of the world. It is planned to produce 400,000 primary horsepower and 300,000 secondary horsepower, the first to be produced from April to October. The operation of the giant power center will, it is claimed, create a new industrial empire in Washington. Yakima, to derive its maximum benefit from this development must have a good highway connection with Priest Rapids, Secretary Soots points out.

The project as seen by Steinmetz includes construction of a new city at the dam site with a possibility of having a city of 40,000 population there in the future. It also includes construction of a \$28,000,000 dam across the Columbia river, the dam to be the biggest in the world with its two miles of length and 90 feet high.

By means of the power project 100,000 acres of land in the Priest Rapids district may be brought under irrigation. A vast array of smokeless industrial plants may operate near the power station. A number of factories for the production of pig iron, glass, pottery, wood pulp, paper, cement, ammonia, phosphate and free nitrates are considered sure of location near Priest Rapids.

Products of these plants will be sold in the Northwest business centers of Spokane, Seattle, Tacoma and Portland, each of which is now importing much materials from a far greater distance.

Aggregate cost of the construction work already planned for Priest Rapids will, according to conservative estimates, approach \$100,000,000. Of this \$28,000,000 goes into the construction of the proposed dam which will exceed even the famous Assuan dam across the Nile in Egypt. Forty millions more will be expended in electrical power development and \$20,000,000 in building and equipping industrial plants already projected to use the electrical energy. Twelve millions will be used in building the industrial city which will spring up around the factories and also as a result of the increased irrigation of the surrounding lands of the Columbia plateau--Yakima Republic, January 21, 1924.

Settlement

Priest Rapids

Spokane, August 21, 1907--two hundred and fifty claims of 160 acres each in what was until recently part of the Priest river forest reserve in Stevens county, north of Spokane were thrown open to settlement entries being made in this city.

There were ten women in the line among them Mrs. C. Reed of Hatton 75 years old who accompanied by her 54 year old son. He secured one the heavily timbered tracts. Her son said:

"Mother has been roughing it for the last three weeks in the timber, cooking for 18 men in a camp. Part of the time she has been climbing over the hills and through the underbrush looking over the land. The claim is worth in the neighborhood of \$2,000 and we will improve it at once--".

Mattawa

Priest Rapids

C.O. Adams of North Yakima , civil engineer, has returned from the Columbia river where, across from Priest Rapids and some three miles back from the river he has been laying out the townsite of Mattawa for Messrs Campbell & Sanderson of Spokane.

The town is on a bench some 250 feet above the river which is three miles distant and is about three quarters of a mile from the right of way survey of the North Coast railroad.

Mr. Adams surveyed the preliminary work on a ditch some 12 miles in length and which will carry the water for the section. This water, it is believed will need to be raised some 250 feet.

The townsite is about 800 feet above sea level and Mr. Adams says that soil and climate are equal to if not superior to those of Yakima while the spring is earlier--The Yakima Herald, July 7, 1909.

Priest Rapids

Wanted

Teams and Pack Trains to Transport Freight from Priest
Rapids to Colville. Steady employment given. Apply to Thompson & Co.
Dalles, Aug. 5, 1859

— The Dalles Journal, Aug. 19, 1859

The new stern wheel steamer Col. Wright, Capt. L. White,
freight and
with superior accommodations for passengers will hereafter make regular
weekly trips between Descuthes, Walla Walla & Priest Rapids.

Dalles, Apr. 22, 1859

— The Dalles Journal, Aug. 19, 1859

Priest Rapids

The Priest Rapids company, with headquarters at North Yakima and a capitalization of \$300,000, has filed articles of incorporation with the state auditor.

Its object is to utilize and divert water for irrigation purposes and the incorporators are W.E. Rockwood, Guy Sterling and E.H. Libby-Yakima Herald, March 21, 1895.

Priest Rapids

E. H. Libby returned on Monday from Idaho. He has completed his negotiations for the purchase of 2,500 acres of land on Lewiston Flat which is situated on the Washington side of the Snake River opposite to the town of Lewiston and left on Tuesday for Boston to make his report to the capitalist with whom he is associated and arrange for beginning work in the spring on an irrigation canal to water this land and thousands of adjoining acres.

Mr. Libby says this work will consume two years when he hopes to take up his Priest Rapids irrigation scheme--Yakima Herald, Dec. 12, 1895.

Columbia River

Priest Rapids

Wenatchee

Symons report. names spelled different

Captain Thomas W. Symons of the U.S. engineering corps was in Spokane recently where he was interviewed with regard to his discouraging report on the opening of the Upper Columbia to navigation with the following result:

I have just returned from the Columbia river where I went with Colonel Mendell to inspect Rock Island and Cabinet rapids, where we are going to begin work as soon as the water goes down.

Navigation can be improved there but whether sufficiently to justify capitalists in putting on a line of steamers is another question.

In reference to the criticisms of my report, I will say that I don't believe anyone is more desirous than myself of seeing the Columbia river used to the fullest extent possible for the benefit of the people.

Priest rapids has always been considered a bar to the practicable navigation of the river. To my mind it is impossible to give practicable navigation ~~on the river~~ over Priest rapids by following out the present project. When I went there last spring the channel that had been picked out for improvement was practically dry. The plans were formulated from surveys that were not made at extreme low water mark and they had to approximate what the extreme low water mark would be.

When I came to write my report I could not conscientiously recommend the expenditure of any more money on a project which could not possibly do anybody any good.

Haven't steamboats been taken over Priest rapids, captain? he was asked.

✓

Yes, two or three boats have been lashed over the rapids at high water but at low water, a boat drawing a foot of water couldn't be taken over, even if sufficient power could be had.

Do you think it would be impossible to make the river navigable at that point?

I don't think it should empty the United States treasury into the river they could make the present plan work without necessary adjuncts. There is not an instance on earth where such a place has been made navigable with anything like the present method. There are six falls with an aggregate fall of seventy-two feet in ten miles.

Are you able to suggest a plan by which the obstacles to navigation can be overcome?

In my report on the Upper Columbia and Snake rivers I have recommended strongly that a complete survey of both rivers be made and considered by a board of the most competent engineers and a plan, consistent and complete formulated for the entire system, so that the maximum benefit of the people can be derived from the rivers. I believe this to be a far wiser plan than to spend money without any consistent plan or probability of its doing any good. What I want to do is to get the very best possible plan to work by and then go ahead. There has never been a complete survey of these rivers, even on the Snake, where work has been going on for years.

Many people don't appear to distinguish between possible and commercially practicable navigation. Because boats have been taken over the rapids it doesn't necessarily follow that it would pay to do it as a business.

Col. W.H. Mendell was also interviewed regarding his observations and said:

I was occupied chiefly in inspecting Captain Symons' blasting

operations at Rock Island and Cabinet rapids near the mouth of the Wenatchee. I hardly expect that the former will ever afford a good channel, as the fall there is too great.

The government operation along this stream up to the present period have included little less than blasting work.

It is possible, however, when the state of settlement through the region warrants the expenditure, to make the Columbia a perfectly navigable highway as far as Kettle Falls.

This could only be accomplished, however, by a vastly expensive system of dams and locks. The most advisable measures of the government to undertake next is a complete and systematic survey of the entire course of the river.

No merely local improvements should be attempted unless prescribed by the recommendation for these surveys are being prepared by Capt. Symons and I hope that the appropriations will be forthcoming after the next session of congress--Yakima Herald, August 27, 1891.

Columbia Improvements

Priest's Rapids

The Associated Press report states that Major Jones has recommended that congress appropriate at least \$150,000 for the improvement of the Columbia at Priests rapids, Rock Island rapids and Cabinet rapids, and on the strength of that the Orondo News places the major in nomination to represent the new state of Washington in the senate---

Yakima Herald, North Yakima, W.T. August 22, 1889.(' omitted from Priests Rapids)