

# S BIG POWER PLANT

Union Electric Company Preparing to Enlarge.

It Has Options on Steam Heating Plant, Which If Carried Out, Will Cost \$450,000.

For a long time it has been known that the Union Electric Company has been negotiating with the Seattle Steam Heat and Power Company for its grounds and site on Post Street, between Yesler and Columbia. There is a prospect that this deal will go through, in which case the Union Electric Company has arranged to spend about \$450,000 in an electric and auxiliary steam plant of 4000 horse power at maximum load. The company has an option on additional land adjoining the steam heat plant. The announcement of this enterprise has been prematurely brought about by the publication of a list of unreliable surmises. From officials of the electric and power companies The Times reporter today secured the following interviews, giving to the public the true situation and those interested in it:

W. J. Grambs said: "The statement of the proposed consolidation of the Union Electric, Steam Heat and Power Company with the Washington Transmission Power Company is incorrect. Certain parties interested in the Union Electric Company are at present negotiating with the stockholders of the Steam Heat and Power Company, with the idea of combining the plants of the two companies in order to give a more satisfactory service to the patrons of each; These negotiations are not yet completed. If the plan goes through a new power house will be built on the present site of the Steam Heat and Power plant, amply able to take care of the present power and heating service of the heating company, and all the power and electric light service of the Union Electric Company. The plant will be modern in all respects and be capable of generating light, heat and power at minimum cost.

"The statement, however, that the plans have been matured are premature, because the property has not yet been secured.

"The statement that the Washington Power and Transmission Company has any connection whatever with the Union Electric Company is wrong, as is also the statement that the transmission company will attempt to come into Seattle under the franchise of the Union Electric Company. The Washington Power and Transmission Company will come to Seattle to compete with the Union Electric Company, Snoqualmie Power Company and other light and power companies in Seattle, unless it can otherwise make arrangements to dispose of its power.

"There is at present an application on file at City Hall for a franchise, which application was made in the interests of the Washington Power and Transmission Company. The City Council has as yet taken no action upon it, but as soon as all arrangements are perfected in connection with the Washington Power Company the City Council will be asked to promptly grant the franchise.

"In regard to consolidation of street railroads, I understand there are several representatives of Eastern parties figuring upon the proposition, but to my certain knowledge nothing definite has been accomplished and I can state positively that there have been no negotiations between the Washington Power and Transmission interests and the Union Electric or any other power company looking to consolidation of the various interests."

S. Z. Mitchell of Portland was present when Mr. Grambs gave the above interview.

Dr. E. C. Kilbourne, president of the Union Electric Company, said:

"The Union Electric Company for several months has been maturing plans for erecting a modern central station plant to entirely supersede their present boiler, engine and dynamo equipment. To this end they employed Mr. Fred Sargeant of Sargeant & Lundy, Chicago engineers. Mr. Sargeant stands at the head of his profession. Among the power plants he has built are those of the Chicago Edison, the South Side Elevated Railroad electric station, Toledo Consolidated Electric station, and he is now employed on the erection of an immense station for nearly all the light and railway service in Milwaukee, and a like plant in Washington City, and for the Cincinnati Edison Company.

"The stations erected by Sargeant & Lundy have made phenomenal records in economy in producing electric current.

"The station which he will erect for the Union Electric Company here will require an outlay of \$450,000 for land, buildings and steam and electric equipment, and will have a capacity of 4000 horsepower.

"The Union Electric Company proposes to be entirely independent of the water power companies, and although it expects to get its power for the bulk of its load from the Washington Power & Transmission Company, yet they are going to be perfectly independent of breakdowns or interruptions that may occur to the transmission lines or the water companies.

"The capacity of the steam plant will be ample to take care of the full load at all times. The capacity of the present plant is 2200 horse power, while the new one will be 4000, as stated.

"The Union Electric Company is in no way connected with the Washington Transmission Company, as has been stated, but entirely independent of every other company.

"We have never had any negotiations with the new power company or their predecessor, the Seattle Power Company, for the use of our franchise in the City of Seattle, and I emphatically deny any statements of the Washington Power Company or any other company to use the franchise of the Union Electric Company to do business in this city. I am very sorry that the matter regarding our new station and Company has been made public, for the reason that no deal has yet been made.

"I do not deny that the Union Electric Company has been negotiating for the Seattle Heat and Power Company and expects to acquire it, nor do I on the land adjoining that of the Steam Heat Company's plant, but as long as the trade has not been consummated we felt it should not be made public in the newspapers."

Speaking of the new Steam and Electric Power Company's plant, Charles Power, one of the directors of the Union Electric Company, said:

"It will be information for the Seattle public to know that all manufacturing industries in this city will be rendered certain of a continuous supply of power by reason of this auxiliary steam plant. It will be sufficient to support all needs in case of accident to the power companies. One source of

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trouble will likely be from the transmission lines. It is true they will clear the right-of-way, cutting all seemingly dangerous trees out; so do the railroads, yet how often are the telegraph wires down, especially in winter, when the greatest amount of power is being used. Accidents also are almost sure to occur at the water power companies' plants, just as accidents occur in any factory, mill or similar industry."

## GLENOGLE COMING.

### Damaged Ship Will Be Repaired at Moran's.

Moran Bros. expect the Northern Pacific Oriental liner Glenogle, which sunk the City of Kingston last Sunday morning, at their yards some time today. Up to a late hour this afternoon she had not arrived.

Some \$20,000 will be spent on repairs to the big steel steamer. Her cargo has been jetisoned so that it will be necessary for her to go into drydock to have her bow plates replaced. Her prow is high in the air and the big hole which the Kingston punched is plainly visible.

SUITS ON EASY PAYMENTS. Humes & Blaker, Safe Deposit Building.

(OFFICIAL PUBLIC STATEMENT)

Synopsis of Annual Statement of the National Fire Insurance Company of New York, in the State of New York, 1898, made to the Insurance Commissioner pursuant to law:

Attorney to accept service in this State: \_\_\_\_\_

**CAPITAL**

Amount of Capital stock paid up in full: \_\_\_\_\_

**ASSETS**

United States stocks and bonds .....  
Value of real estate owned by the company .....  
Loans on bonds and mortgages .....  
Railroad bonds and stocks .....  
State, city, county and other bonds .....  
Interest due and accrued .....  
Amounts advanced on contracts guaranteed and cash payments, assigned to .....  
Cash on hand and in bank .....  
Premiums in course of collection and transactions thereon .....  
Bills receivable (taken for any kind of risk) .....

Total assets .....  
Less special deposits in any state (if any) .....

Balance .....  
**LIABILITIES**

Gross claims for losses, upon which no amount has been taken .....  
Gross claims for losses, adjusted and unpaid .....  
Losses resisted by the company .....

Total gross amount of claims for losses .....  
Deduct re-insurance and salvage claims .....  
Net amount of unpaid losses .....  
Amount of unearned premiums on all outstanding policies .....  
Due for re-insurance .....  
All other liabilities, trust funds, etc.....

Total liabilities .....  
Less liabilities secured by special deposits .....  
Balance .....

Total insurance in force December 31st, 1898 .....

**INCOME**

Premiums received during the year in cash .....  
Interest and dividends received during the year .....  
Rents received during the year .....  
Income from all other sources .....

Total income .....

**EXPENDITURES**

Losses paid during the year .....  
Dividends paid during the year on capital .....  
Dividends paid during the year on policy .....  
Commissions and salaries paid during the year .....  
Taxes paid during the year .....  
Amount of all other expenditures.....

Total expenditures .....

**BUSINESS DONE IN**

Total risks written during the year in Washington .....  
Gross premiums received during the year in Washington .....  
Net premiums received during the year in Washington .....  
Total losses incurred during the year in Washington .....  
Total losses paid during the year in Washington .....  
Total amount of risks outstanding in Washington 31st, 1898 .....

CHAS. A. DEAN,  
HENRY M. CHASE,  
Subscribed and sworn to before me this \_\_\_\_\_ day of \_\_\_\_\_, 1899.  
(Seal)

Notary Public for the State of Washington, Office of the Secretary of State.

I, the undersigned, Secretary of State and Ex-Officio Insurance Commissioner of the above mentioned company has complied with the provisions of the laws of this State, and is authorized to do business in this State.

Secretary of State of the State of Washington,  
Office Insurance Commissioner,  
By C. G. HEIFNER, Deputy Commissioner.