

### CASCADES OF THE COLUMBIA.

IN its last issue the WEST SHORE had something to say about the magnitude and importance of the government work in progress at the mouth of the Columbia; but great as that is, it is not of such vital moment to the northwest as the opening of that river to continuous navigation from its mouth to the great "Inland Empire," the vast agricultural regions of Eastern Oregon, Eastern Washington and Idaho. Here is a mighty river, upon whose bosom should be borne the commerce of a great country, rendered un-

but the vital importance, even from the point of practical economy, of making an adequate appropriation, so that the work can be carried to a speedy and economical completion, is urged upon the attention of our national legislators. The Columbia must be opened to navigation before the northwest can begin to make the agricultural, commercial and industrial development of which it is so palpably capable.

All the funds now on hand of the appropriation made in 1888 will be exhausted in November, and work must cease until another appropriation can be made available. Undoubtedly a considerable sum must be



CASCADES OF THE COLUMBIA BELOW THE LOCKS.

available for that purpose by natural obstructions in its channel which science is abundantly able to remove. It is admitted on all sides that the producers of the Inland Empire would save every year, in the expense of reaching market, the total cost of constructing the canal now in progress, were it completed; and yet, notwithstanding this, the work drags along from year to year, the inadequate appropriations made preventing the engineers from pushing work, and often compelling them to abandon it absolutely for an entire working season. There is no necessity to enlarge upon the nature and importance of this improvement, as congress has had it fully placed before it many times,

expended when the work is again resumed for the repair of damages and placing the plant in good order. Major Handbury's report states that \$700,000 could be profitably expended during the official year beginning July 1, 1890, the earliest moment at which a new appropriation would become available. The engineer in charge states that, with adequate funds to draw upon, the canal and locks could be completed in two years, and at a total expense much less than will be necessary if appropriations are inadequate or irregularly made. The total appropriation to date, is \$1,442,500, a sum fully one-third greater than required to do the work accomplished had money always been at hand.