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IMPROVEMENT AT MOUTH OF COLUMBIA RIVER

Mistakes of the Past and Plans for the Future & Present Jetty in Wrong Direction and Leaves Discharge Channel Too Wide * Proposed \$2,500,000 Extension Unwise & Columbia Capable of Best Bar-Harbor Entrance in the United States.

West. It drains an empire and breaks growth, whose end, in some storm between through all mountain barriers on its way to the sea, and along its water levels artificial highways of modern commerce easily come and go.

It flows along the line of trade and commerce and westward with its waters had to contend with wave and storm and the star of progress has taken its way. It is a natural outlet to the Orient, Unlike the Atlantic, there are few commercial harbors along the Pacific, and the · engineer reports say that the Columbia is the only deep-water harbor between San Francisco and the Straits of Fucaa distance of 700 miles, equal to that between South Carolina and Maine-and its entrance performs the function of a harbor of refuge and a commercial gateway. Last year only four American ports is six times too large. This abnormal excelled Portland in wheat and flour shipments, and no prophet can estimate the immensity of our future developments.

Accompanying are two maps. On the first, A-A is a recommendation of Colotowards Cape Disappointment at will. This plan the writer in 1882 submitted to Captain James B. Ends, receiving the carnest approval of that famous engineer of Mississippi jetty fame. Colonel Gillespie's plan, however, had been referred by the Chief of Engineers to his advisory board in New York, who condemned it, but suggested nothing in its stead, not deeming improvement of sufficient merit.

This adverse report stood a llon in our way. The writer attacked it before the river and harbor committee and April 4, 1882, on the floor of Congress, finally, in a clause drafted by the writer in an act passed in 1882, we were granted an appropriation of \$7500 for a board of engineers to investigate and, if found feasible, report a plan. They agreed that the mouth was capable of being greatly improved-a minority, Colonel Mendell, favoring a jetty along a line about parallel with that of Colonel Gillespie toward the cape, and to be extended until the mouth was normally contracted-the majority favoring a jetty running a little more outward and built up only to low tide and terminating at a point leaving

the mouth three miles wide. B-B is the jetty recommended by Colo nel George H. Mendell's minority report, to be built northerly about 14,000 feet and four feet higher than the majority plan and extended as occasion required, costing, with contingencies, \$1,375,090. He said that the controlling natural feature, which seemed entitled to credit for past good channels, was the occasional elevation of Cintsop Spit, and added; "It is practicable to restore and magnify the condition of Clatsop Spit by, a work which shall present no unusual difficulties of construction, which shall be subject to a minimum of expense and one which is practicable at a moderate bor entrances confirms this, cost and capable of being built in three years. To concentrate the river within moderate width and to discharge it as a unit to the sea, are the objects sought. This condition attained gives

the best assurance of good results. Whe most favorable position for work which shall fulfill these conditions appears to be a line on the north side of Cintsop Spit and about parallel to the crest. . . . The object secured by the work . . is merely the practical elevation of Clatsop Spit."

The Columbia is the great river of the | the six-mile mouth by this Clatsop Spit | have had a fluctuating or divided chan- member of the river and harbor commit-Vancouver's survey in 1792 and Belcher's in 1839 sloughed off and grew, from these same physical causes, into Sand Island, which island has continued to move inward northeast towards Baker's Bay, Na-

ture, building only with sand, which has current washing over it, has not been capable of permanently sustaining the spit sand growth under water, so as properly to narrow the mouth, and now man, whose needs reguire a deep and permanent channel of the river to the sea must aid and build and hold by a stone jetty the contraction which nature so happily is trying to accomplish. The end

desirable is a narrowing of a mouth heretofore and yet too wide. Six miles for the proper discharge of the waters of the Columbia at ebb tide, width wastes the force and affords no independence or stability of channel. Contracted to normal width, the strong outward current will go straight to sea in one place, will deepen with powerful scouring effect, and will carry far out into nel Gillesple for a plie jetty of 8000 feet, | deep water the sand bar which ever forms estimated cost, \$430,000, to be extended | at the mouth of any outlet of a river (or bay fed by a river) into an ocean. Rivers carry silt in solution and sand, and as they pour into the ocean, meeting resisting wave and tide, the current deadens and slit and sand are deposited as force meets force, forming a sort of half-circle or half-ellipse cordon, deepest, of course, where the current is strongest, which deepest portion is known as the "bar,' and through which tides flowing in and out scour deeper still, and thus the "bar" is sought by ships entering or departing. To concentrate the force of the mouth to normal width, rendering permanent a single channel to the sea, secures the deepest and safest entrance, and this

is the problem presented. A river with too big a mouth, like a wide hose-nozzle, "scatters" to much. Its current can have no straight, enduring channel. The mouth of the Columbia has had at times, and will have until normally adjusted, divided and shallow channels with shoaling sand banks at one place one year and another next. In its abnormal width it has yet much wastage of even the jetty itself, with resulting diffusion of channel. Every river should have a normal width of mouth and then Clatsop Spit and not yet raised high its ebbing concentrated current will drive enough out against the counter-wave action into the deep sea, with all its current and tidal force greatest in the center and weakest three miles space of real depth of water on the sides, with universal result that is yet left. But little has been done in there will, and ever must be, a half-moon the way of concentration of diffused or cordon of sand around the mouth in water. It has been a narrowing in the sea with the deepest cut or "bar" in looks, but not in reality. its outer center. The stronger the current the farther out will be the ever-existing "bar." Observation of the channel of the Columbia wherever it passes through headlands or at the mouth suggests that one mile between Point Adams and the cape would be ample and there fore proper. Experience with river har-

SAN FRANCISCO'S GOLDEN GATE. Bar There, but Narrow Mouth Car-

ries It Out to Sea. The Golden Gate at San Francisco is

ask is to answer the question. DEFECT OF PRÉSENT JETTY.

Appears to Narrow Channel, bu Does Not Really Do So. People gazing at the remarkable sight of cars running apparently 41/2 miles in

nel, or talk of any kind of a jetty? To tee, to all such improvements in this country, and have spent some thought on this work, and what I say is earnest conviction

It is the universal experience elsewhere that harbor improvements cost far above estimates, but it is notable that the mouth of the Columbia has been the exthree-fifths of the way a spur extension, E-E, about two miles towards the cape, and some feet above low tide (Colonel ception. The estimates for the present ocean (though really over wasting wat- | jetty were \$3,710,000, without contingencies. ¹ Mendell said four feet), and gradually

STATE OF NASHINGTON BAY R Where Shin channel EXPLANATION (Scale-Scant half-inch one mile.) endation for jetty. A-A Colonel Gillespie's first rec F-F Ship channel in 1885 G-G Ship channel in 1895 B-B Colonel Mendell's recommendation for jetty.

- C-C Jetty as built; cost \$1,948,223. D-D Proposed extension of jetty; estimated cost \$2,500,000. H-H Ship channel in 1901. I-I Ship channel where it should be.
- E-E Suggested modification. MAP NO. 1-MOUTH OF COLUMBIA RIVER, BASED ON SURVEY OF 1901.

ers on a sand spit between river current It was, however, built for \$1,948,223, a lit- continue a mile or so, as the channel of current water over shallow sand spits and and ocean) think they see a jetty, but the over half. The sand filled in and built the river swings over towards the cape. they see only a plie tramway for carloads up, giving more shallow water to work in of stone to be dumped along the jetty on and less depth of jetty to build up. These sand growth to high tide. The work great southerly winds and coast currents do the main work. These winds blow

hard, as each Oregonian can attest, and water on what was a shoal sand spit, and they blow the greater portion of the year. rents. and they build up the great Clatsop spit by natural operation.

There, however, is a small sand growth on the north, the result of light northerly between Chinook Point and Point Adams, Summer winds, known as sea breezes. They have a somewhat counteracting ef- from the cape would leave the mouth of so the sand drifting or flowing will form | fect and produce Peacock Spit, and par- | the river about right. Any assumption

Then ultimately raise the entire jetty with ought not to be pushed violently. Results cannot be forced in a day when contending with sand spits and great river cur-

The mistaken idea of the engineers in the present jetty was to leave the mouth a little less in width than the 31/2 miles reasoning that a termination three miles

squarely against it: but fortunately situated as we are, with a bluff on the tide into the basin at the mouth of the north and prevailing elements of nature river, from which it is to ebb and do destructive elements of the ocean itself. the work required of it." but in San working the channel against a solid bluff, the improvement is but a simple and Francisco Bay three times our tidal basin easy problem. A jetty has merely to water easily enters through heads scarcely one mile anart However, if run with the prevailing winds and currents building up and sustaining it, and anything would "obstruct unduly," certo operate on a naturally growing head tainly the proposed extension out around like a sideboard guide to help turn the in the sea opening three miles would. The channel to where it wants to go and controlling feature of any improvement ought to and will go if we only protect it. should be concentrating the force in A glance at the map demonstrates this. normal passage-way of the outgoing The present jetty having been built immense Columbia water, which never somewhat across Clatsop Sand Spit, returns, and nature, as at San Franinstead of along it, if now extendcisco, will take care of the rest. ed as proposed, will leave the spit strong river, enforced with the in-tidal and strike to sea with but little back water through only a mile opening benefit. If continued to sea, it leaves the even, will in its powerful ebb scour out mouth too wide forever. This is fatal. its own deep way to the sea. It is a Leave the jetty where it is. Branch about mistake to leave the top of the jetty at low-water line, that incoming tide may

flow over it to fill a tidal basin inside the mouth. What flows in that way flows out that way, and helps nothing; besides, so much more flows out over a low jetty (and uselessly, too) than flows in, for sufficiently fill with water.

American city and the finest river water entrance in the world.

NO USE TO BUILD IN DEEP WATER. Less Red Tape and More Independ-

ent Thinking Advisable. To run the present jetty out a total of 716 miles when the mouth of the river was only six miles, is wasteful and useless and would only delay final success. To extend the three miles, as contemplated, is not only contrary to a correct system, but is also to build into deep water and water that deepens as the jetty extends. and costing \$2,500,000, with, at best, uncertain results. To run a spur, however, from the present jetty is to build with nature, and in shallow water and where incoming sands will reduce expenditures below estimates on present depths, and narrow the excessive throat or river mouth. Extensions of the present jetty cost too much money and promise (00 doubtful results. Far less expended on Clatsop Spit on line to the cape, as Colonels Gillesple and Mendell recommended, would surely accomplish the desired results, and quickly. Results are what we want,

The present jetty, while too much to sea, can be utilized to good purpose, and any abandoned part will contribute to the support of Clatsop Splt and serve as a buffer for the spur extension.

It may prove harder to change Govern ment plans than the river channel itself. but if the able and well-intentioned engineers will but care less for red tape and precedent all along up to a well-meaning Congress, and do a little independent thinking, all will be well, Now is the time to reason this matter

over. Colonel Gillespie and Colonel Mondell and Captain Eads had the true idea, but the Government plan as carried out mistakenly swung too much outward and now threatens to "drift to sea" in more senses than one.

Visions of "40-foot channel clear to sea" will be Dead Sea fruit and but ashes to the lips. Let us think twice before we leap. Time is too precious to throw away. In fact, no one stands sponsor for de sired success in the proposed extension The local engineer, realizing, as he said, that "in its present state the condition of the bar channel is unsatisfactory" (see eport of November 6, 1899), and that sinc

"obstruct unduly free entry of the flood nothing practical in the idea, especially as jetties out there are exposed to all In other words, the whole thing is impracticable.

> Again, suppose the three-mile extension disappoints, what then? And what is to become of the mass of stone lying outside along our ship channel to the sea and buffeted by storm and wave? The whole extension project is utterly out of the question. The engineer in his recommendation of 1939 conceded that the bar had decreased from 31 feet in 1895 to 28 in 1899. No wonder he said "the decrease The in depth since 1855 is serious." As it has, since decreased to 24 feet in 1900, and the present year to 23 feet, but three feet more than when the jetty was commenced, it is more serious yet.

The great flood of 1884 helped drive the bar further out, and scoured it deeper, resulting in 31 feet in the next survey of 1895, and our comparative freedom from flood since, and the consequent weakening of the force, has contributed to dewhat flows in flows slowly against the terioration of depth since. During all backing-up waters of the strong Colum- these times the low jetty leaving a threebia current, while what flows out goes mile mouth has not properly concentrated with the current and flows rapidly. The any of the time, and allowed too much ebbing scour of this excess should be wastage at all times. Another 1894 flood utilized. There need be no fear by en- would "extend the 40-foot channel" farther gineers but the "tidal basin" inside will out than any proposed \$2,500,000 jetty. The flood of 1894 extended the Al-channel and

Once get a straight permanent channel bar a long way farther out than ever to the sea, it will scour and carry out since. Though the entrance is not nearly the sands of the bar to the deepest outer so bad as in the past, the truth is it is water possible, and we shall have a still so wide that the channel varies and deeper bar entrance than any leading crooks, is subject to shifting sands and shoaling currents, one depth one year and another next, and bar and channel buogs

have to be adjusted and readjusted to mark the changing shipway. This is all wrong, and can easily be righted, and should be without further needless delay. The river throat has been left so excen-

sively wide that even in the last year a sand bank is cropping up like an embryo sand island over a half-mile from the cape on a line to Point Adams, right in the throat of the river, and where the ship channel came from Baker's Bay 24 years ago, and directly where the ship channel ought now to go out to sea. (See map No. 1, marked "X.")

Why not contract the too-wide mouth where nature and sound juogment indicate, and cut out such growth as "X" shows?

Let us call a halt, and be sure we are right. I feel sure we are wrong in agltating for the extension of the jetty an proposed. Let the coming river and harbor bill, as in the last one talked to death by Senator Carter, contain an appropriation for the improvement of the mouth of the Columbia, but to be expended on such plan as may be approved by the present Chief of Engineers. Colonel Gillespia

has fortunately recently become Chief of Engineers. Let him be given a fair chance again at this great work, and after this lapse of 39 years, and empower him at his discretion to appoint a board of engineers to review, with all the light we

now have, and let General Gillespie, who for years was local engineer in charge, now say what plan of jetty extension and from what point will secure the greatest

The quicker we conform to practical ideas of such eminent engineers as General Gillesple and Colonel Mendell and Captain James B. Ends, the sooner we shall attain the destined grandeur of the harbor of the great Columbia.

M.-C. GEORGE.

ROOSEVELT AT HARVARD.

Rejection of His Candidacy for Connection With College Paper.

Youth's Companiou. When, in 1877, the editors of the Harvard to were about to select live a



It is regretted that Colonel Mendell's will be attained.

C-C is the jetty as approved and built. D-D is the proposed three miles' extension estimated to cost \$2,500,000.

While the results have been greatly beneficial, yet they are not satisfactory as they would have been had Mendell's plan been adopted.

When the jetty was commenced in 1885, there had been a main ship channel flowing around southwesterly, and a small unused channel flowing nearly northwest. The main ship channel last used in 1885 in depth was 20 feet; five years after, the northwesterly channel, which came into use, was 24 feet; in 1891, 27 feet; in 1882, 28 feet; in 1883-4, 29 feet, and in 1885. when the jetty was done, 31 feet. By 18%-7 this channel unsatisfactorily dropped to 30 feet; in 1895, to 29 feet; in 1899, to 28 These soundings mean low water. Tide adds about 8 or 9 feat. The channel used by ships just before had by 1885 scoured out about two miles northerly towards the place where it ought to run. Though the channel was swinging for a while properly northward, it was, however, to be feared when such a large uth had been left that more or less variation of bar depth would occur, owing to many causes. While the building of the present jetty, even in the mistaken beneficial, yet the hopes of the Government have not been realized, in fact have been attended with disappointment, and naturally enough.

While the mouth has been partially contracted advantageously, it has not been contracted enough for desired resuits, and if the present jetty is extended senward, as contemplated, the extension is sure to disappoint and be_abandoned. The plan has failed because it ran in the wrong direction, and also because not yet built high enough.

HOW NATURE DOES THE WORK.

Crowded Mouth of the Columbia Over From Clatsop Plains.

Ages ago the mouth extended from Tillamook Head to the cape. Years of the and hold Clatsop Spit. To aid nature strong southerly winds and currents pre- is the key of success at the mouth of vailing on this coast the greater part of the Columbia. Uncle Sam has but a simeach year gradually carried sand and silt ple problem on his hands. Nature points and filled in Ciatsop Plains and drove the current northward toward the cape. After building up Clatsop Plains termi- the Government has but to run its stone nating at Point Adams, the resisting action of the crowded-over channel of the Columbia retarded land formation, and the outgrowing spit of sand continued under water, constantly growing longer and of the mouth, higher (owing to the same causes) in the submarine Ciatsop Splt running on out Point Adams and the cape.

Nature, in her prevailing southerly winds and attending southerly currents, has been and is now at work the greater portion of each year trying to narrow the cape, does anyone suppose we would

less than a mile between the heads The Sacramento and other rivers, with waters of the tidal basin, flow out as the tide ebbs, twice every 24 hours. The Heads hold the current permanently in place and the water goes out in a straight ever-enduring channel, with the "bar" far out. It may be news that there is a baf at San Francisco. Men talk of the 50 or plan was not followed. The sooner we 60 feet of water in the Golden Gate, but conform to it the sooner the best results overlook the "bar" far out, and unheard of, except by pllots. It is seven miles out from the Heads, but its sand bottom is down only about 22 or 33 feet, and the tide only raises the water over it about four or five feet more, so that they only have about 28 feet at high tide over their

shipping of the world. The San Francisco bar is a quarter of a mile across and out over this narrow bar, seven mlies at sea, all their deepdraft ships must pass, under guide of pilot. Our bar today is not out over three miles from the cape. Our powerful Columbia, however, sends to sea annually nearly as much water as the Mississippi. It now has one Head for a Golden Gate in Cape Disappointment, on the north. Give it another Head on the south, about a mile or so away, and we, too, will have feet; 1960, to 24 feet, and now to 23 feet. a Golden Gateway for the deepest of deep-draft ocean liners, freighted with the goods of or for the Orient or the leading ports of the world, with our bar thrown twice as far out as it is today.

The great prevailing winds and currents from the south and southwest are working to build up this Head on the south, in the immense growing and rising Clatsop Spit. Uncle Sam and an appropriation and a jetty of stone will combine with the ever-upbuilding forces of nature, and also prevent destructive indirection and only to low tide, has been roads of sloughing or wasting waves or currents, which otherwise occassionally swash or tear out the upbuilding of Clatsop Spit "Head."

A deep channel was once washed out and ran to sea right through where the jetty now crosses and along where it is bufit, and near the mainland at Point Adams, as Belcher's survey of 1839 shows: but it later on filled up, or rather moved northward with the Sand Island cut off. Again, by the time of the commencement of the jetty in 1885, the same deadly swash again was threatening, in what was termed "Tillamook Chute," and but for a jetty we probably would have had another swash channel to the sea, destroy-

ing or weakening the main channel, and another Sand Island, Nature is ever struggling to build up

out the system and is constantly at work attempting to build up a south bank and and pile jettty out and hold it. Nature does the rest.

Stone is cheap and plentiful, and no teredo attacks wood in the fresh water

Suppose Tillamook Head could have places. closed in with the ages of Clatsop under the six miles' mouth space between growth, narrowing the wide waters of the mouth towards the cape, like the closing of the under jaw against the upper, until Tillamook Head rested on the end of Clatsop Spit a mile or less from



MAP NO. 2-MOUTH OF COLUMBIA RIVER.

current completely over to the cape.

cock Spit until the river current would

wash against the opposite cape. If we

only had headland on the south as now

tween, and all the great ebbing current of

the river had to go to sea between these

60 fort Golden Gate

Francisco.

who runs ought to read.

cape.

two heads, we would have a permanent

on the north, with only a mile or so be-

higher land and shut the water from wasting its ebbing, scouring force across the spit; extend the jetty northward and make the wasting, spreading water do duty scouring out a main channel and allow the growth to gradually narrow the mouth and work the channel over toward the cape, cutting off the sands of Peacock Spit (which ought never to project south of the cape), and let one straight, deep channel go to sea, scouring deeper as its sides are narrowed, and we will have a mile or so of Golden Gate entrance, with 50 or 60 feet of water between the two heads (the end of the jetty and the Cape opposite), and our bar will be six, seven, possibly eight miles out to sea in deep water, which bar cordon will keep more or less cleared by littoral currents out there, often moving

The jetty, as built, only comes to low

Build your jetty eventually high enough

northerly two or three miles an hour, and over that bar will be 35 or 36 feet or more at low tide, and 44 or 45 feet at high tide and the biggest of the coming big ships will come and go with no delay. That the channel will move over, as naturally tending, and cut off Peacock

sand splt to the Cape, there is no ques tion A small wingdam jutting but slightly into a river current above turns the current below. Colonel Gillespie's short, cheap jetty might have guided the river current long ere this over against the Cape and on to the sea in one concen trated channel.

There is not a foot of the six miles from Point Adams to the Cape that has not had a ship channel over it at some time in the last 60 years, and the movement has been from south to north.

There need be no fear of Clatson Spit growing too far toward the bold Cape bluff, or that the mouth will become abnormally encroached, for as the sustained and jettled sand land grows and gradually works the mile of channel current over to the Cape, and throws into it present wasting water, this strong current will say to approaching sand spit and jetty, "Thus far and no farther." Nature will work automatically. In truth, we are specially favored by nature, over all other

COST UNDER THE ESTIMATES. Notable Feature of Columbia Im-

provement. While not claiming engineering skill, | and sand head growth would have to

tially neutralize the great southerly Win. that the 31/2 miles between Chinook Point and Point Adams is normal was error. ter winds in building up Clatsop Spit, but for which these Winter winds and curfor most of the width there is shoal and dead current, with scarcely a mile of rents would, without any jetty, drive the channel ways, and channels shallower t cause of water diffused in surplus width A stone jetty on Clatsop Spit, helping Every drop would easily flow out even if It to grow in height and length, would Point Adams and Chinook Point were make headland on the south, and by concentrating the present wasting water, the | only a mile apart. current would scour out the sand of Pea-

MISTAKE OF PRESENT JETTY. Extension of It Like Adding Flaring

Mouth to Hose Nozzle,

While the jetty built has done much, it has shown its failure to secure desired results, and now to fail to profit by mistakes of the past, and worse yet, to base a new plan on a continuation of past errors and go yet farther and do what was not anticipated, by extending the outer end out into the sea and threequarters of a mile farther away than he no bar beyond, and 40 feet obtained ever from the cape, thus widening clear to the sea, but the report does not the mouth of the river when narrowing was the purpose, like adding a flaring mouth to a hose nozzle, would be a striking departure, do but little good in any event, complicate matters

and delay final complete success. The proposed extension is wrong in principle, The jetty so far has been confined to Clatsop Spit, a local product of southern winds and currents and along which a jetty can properly be built, had it been

The proposed extension, however, is to be out in the sea off from Clatsop Spit sands and over sands constituting the bar product of inevitable conflict between all river mouths and ocean, and over which it is useless to ever build a jetty .. The two sand formations should never be confounded. While running into each

other they are as distinct in production and function as the heads at San Francisco or lands at each side of a mouth of a river are distinct from the sand half-

cisco's entrance or the entrance of any over against an enduring head like the river outlet into an ocean. (See maps 2 and 3.)

is, were the cape on the south, with the ence has demonstrated the mistake, and heavy winds and currents driving the matters will never be permanently helped channel to a north sand spit, and we were by extending the mistaken direction clear out into the sea, where no jetty should

yet for two years I gave close study, as a struggle with winds and currents cutting narrowing the mouth did not desire to the three-mile throat existing, there is

work stopped in 1895 "this channel has de teriorated in depth," proposed the plan of extending the present jetty. His idea of results is in these words:

"Since the 40-foot depth in the channel extends considerably over a mile seaward of the sea end of the jetty, a prolongation of the latter sufficiently would certainly induce an extension of the former," probably until this depth (40 feet) "broke through the bar and the desired 40-foot channel be obtained." This is his strongest recommendation for this expensive extension. The report, "endorsed" by officials through which it passed, finally arrived at Congress and has been waiting action now nearly two years. With all of us the 'wish is father to the thought," and we

jumped to the conclusion that the Engineering Department assured us that if we can only get \$2,500,000 from Congress for such an extension, we shall have 40 feet of low water to the sen. A little observation will undeceive us. He is possibly right that an extension of the present jetty would induce an extension of the present 40-foot depth (see map) possibly until this depth broke through the (present) bar and a 40-foot channel be ob-

tained (through the present bar), but even if it did, the bar would merely be driven out some farther and probably a little deeper, but how far and how deep, the report is silent. If out a mile and a half, it might indeed be true that a 40-foot channel had been driven through the bar," but the bar would simply be a little confessedly has not done enough. Time beyond, but not out two or three miles farther into deeper water, where it should be forced to insure desired depth.

It may be desirable, of course, to extend the 40-foot depth out and cut through where the bar is at present, if it can be done, but the mistake the public makes is in assuming that then there would so predict, and no engineer will so assert. No engineer has or will place himself on record that there will be no bar beyond. nor have any predicted what depth of water will be over any new bar as it

forms, as form it must. That there will be a bar beyond, everybody on a moment's thought must see. There must ever be a bar at the ocean

mouth of any river. These are the cold facts, notwithstanding prevailing impressions that engineers have predicted as a result what all devoutly desire. namely, a 40-foot channel reaching permanently to the sen. The \$2,500,000 extension proposed in any such assurance will prove but words of promise to the ear but broken to the hope. Indeed, a

40-foot channel at low water to the sea is questionable. However, a 40-foot channel at high tide can easily be secured at the mouth of the Columbia, but never by What does The Oregonian think? extension from the present end of jetty

in the direction proposed. WHOLE THING IMPRACTICABLE.

Present Scheme All Wrong and Could Be Easily Righted.

Another thought. Any extension into the sen and away from the real throat of the river should be accompanied by a companion three-mile parallel project on the opposite side from the cape to the

In 1882 the majority of the board in sea; but as that would be no better than

mores to become members of their board upon the retirement of the live memoers from the senior class, a committee was appointed, as is usual in such cases, to

nquire into the availability of the sophomores who were ambitious for the honor About 12 sophomores were "prominently mentioned," as the politicians say, and an upper classman was placed on the track of each of them to see what could be learned of his special abilities and personal interests. The reports were then submitted to the full board, after which the new men were selected for admission by ballot.

No uncommon interest was aroused when one of the investigating committee ansounced that he was ready to report the candidacy of Theodore Roosevelt, Jr., of the sophomore class,

"I cannot see that he is the kind of a man we want," began the senion. "AL though I find that he is a thoroughly good fellow and much liked by his classmates, I do not believe that he has much He spends his spare literary interest. He spends his spare time culpping off pieces of rock and examining strata, catching butterflice and bugs, and would, I think, be better suited for a scientific society than for us

The editorial board sustained the report, and a youth who is now somewhat famous as the writer of dialect stories was elected to the place on the board to which young Roosevelt aspired.

This true story affords a particularly striking application of "the stone that the builders rejected" theory, in view of the fact that the young sophomore was destined to become not only the President of the Unletd States, but to be perhaps the most famous for literary activity of any one in the long line of occupants of that office. It is not necessary to make comparison of his productions, as to liter-ary quality, with those of Jefferson, John Quincy Adams, and Lincoln; but he is more distinctly than any of his prodecessors a bookwriter, and would have earned a name in literature had he never entered polities:

Socialism and Sale of Votes.

PORTLAND, Oct. 29 .- (To the Editor.) -I want information on a question re-garding the new political faith called socialism. Last evening about 9 o'clock, while strolling through the lower end of town, I heard one of the alleged reform ers, whose name is Crowley, recently from our sister State of Washington, as I learned upon inquiry, advise his hearcra, mostly workingmen, to sell their votes on election day for Si, if it were offered. I thought at inst that I must have mis-understood him, but he repeated it frequently, so I suppose that that is his idea.

of socialism. I had supposed from reading the visionary Utopists, Bellamy, Gronl d. Morria. et al., that socialism would do away wi bribing voters and the wholesale evil at-tending our election campaigns. If this man Crowley is right, then socialism won't improve the present methods a lit-tie bit. A dollar a vote! Cheap voters, cheap franchise and the result anarchy. J. C. BEALS.

Outrageous as such proposals are, there is no way to stop these bintherskites, except by education of the people in decency and duty, so that such speakers no longer can find an audience.

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built in the right direction. Map No. 3-Ship channel from San why is it not the simple, practical plan

VE.

to assist in this essential narrowing of

the mouth and upbuilding of a head. The true system is so plainly written that he moon cordon which encircles San Fran-Fortunately for us, nature, with south

erly winds, is throwing the river channel The mouth was left too wide. Experi-

Were the situation reversed, that

trying to narrow the mouth by a jetty on the north, the problem would, indeed, be a most difficult one, for any such jetty ever be built.

straight and deep channel, with the bar sands thrown six or seven miles out, as at the Golden Gate, and no more need of a jetty than San Francisco. Nature's strong southerly winds and currents are constantly building up a head for us, and