

TWO USES OF WATER

Manufacturing and Navigation at the Falls.

NO CONFLICT BETWEEN THEM

Engineers to Examine With View to Government Acquisition of Canal and Locks at Oregon City—Would Make River Free.

The order of the Chief of Engineers appointing a board to examine and report upon the canal and locks at Oregon City reads as follows: By authority of the Secretary of War, and in accordance with the provisions of a board of officers of the Corps of Engineers, to consist of Major John Mills, Captain William C. Langitt, First Lieutenant Robert P. Johnston, will assemble at Portland, Or., upon the call of the senior member, to ascertain and report whether either the acquisition of the present canal and locks at Willamette Falls, Or., or a construction of new canal and locks by the United States Government and their operation for the exclusive benefit of the navigation of said river would or might, in any manner, injure in a material manner the operations of the manufacturing enterprises now in operation or contemplated at the falls of the Willamette River.

The board is authorized to visit such points as it deems necessary for the proper performance of its duties. Major Mills, the senior member of the board, is in charge of river and harbor work in the Puget Sound district. Captain Langitt has charge of the Government river and harbor work in the Columbia Basin and on the coast of Oregon. Lieutenant Johnston is secretary of the Government Dredge Commission for the State of California, which has to do with the effect of hydraulic mining upon the navigable streams of the state. No time has yet been set for the meeting in Portland, but it will probably take place some time this month. The date will probably be arranged this week in Seattle, where Captain Langitt will serve with Major Mills on a board for the examination of the proposed improvement for Lake Washington.

From the earliest times in Oregon the Falls of the Willamette have played an important part in the development of the state. Long before there were canal and locks for the passage of steamboats past the falls there were devices for the transfer of freight between the upper and lower river. First the traffic was passed through a warehouse constructed for the purpose on the west side of the river, where the first flouring mill was in the river landing near the present brick flouring mill in Oregon City. Later a portage railway about a mile long transferred freight between the upper river steamers at Canemah and those on the lower river landing near the present brick flouring mill in Oregon City. The present warehouse in connection with the Imperial Mill was built to afford an easy transfer past the falls; and then came the canal and locks on the west side of the river, which are the subject of the examination authorized by Congress in the river and harbor act passed in June. This examination has in view the acquisition of the canal and locks by the Government and the removal of all charges for the passage of traffic past the Falls of the Willamette.

While the theoretical power of the falls has been figured at about 55,000 horsepower, engineers have found that scarcely more than 25,000 horsepower is practically available at the lowest stage of the water. Of this total capacity about 15,000 horsepower is now used for manufacturing. The Portland General Electric Company, which owns the entire property, consumes about 3000 horsepower for its electric station, about 2000 horsepower is used by the paper mills located along the canal and about 8000 horsepower goes to the flouring mills, woolen mill and pulp mills. This leaves about two-fifths of the total capacity of the water power still to waste down over the cataract. The common understanding that there is now or is likely to be a conflict between manufacturing and navigation interests at the Willamette Falls is said to have no foundation in fact. Engineer Sullivan, of the Portland General Electric Company, estimates the amount of water necessary to operate the canal and locks at not more than the equivalent of 200 horsepower. So small an appropriation for the purposes of navigation can have no material effect on the mills deriving power from the river, particularly since the margin is so wide between consumption and capacity.

Canal Serves Two Purposes. As the canal is now arranged it serves both for a boat channel and a feedway to the water wheels of the mills located at its side. To separate the navigation channel from the feedway to the factories and electric power station would require the building of a wall from the head-

WRAPPERS AND SKIRTS

68c Wrappers. Several dozen of light, dark and medium colors; regular \$1.00 ones. 89c Wrappers. We have added for this week 10 dozen more of our elegant \$1.25 and \$1.50 values. \$2.95 Skirts. An extensive showing of meltons and chevots, medium weights, tailor finished in Oxford gray, cadet gray and dark, desirable styles. This line compares favorably with the best \$5 skirts shown by other stores—but this is not a store of big profits. SEE THESE SKIRTS.

LINING AND BRILLIANTINE

At a Saving of 20 per cent. 10c Lining. 36-in. black and colored percaline, fine firm texture; a 20 per cent saving. 12 1/2c Lining. 26-in. waist, black and all colors; select quality; 20% saving. 25c Brilliantine. Bathing and waist quality; grand value for this week.

LADIES' AND MEN'S SHOES

25% to 35% Saving. No old styles, but all sizes and shapes of up-to-date shoes. \$2.10 Ladies' vici kid, box calf and calf lace and Congress; a saving of 25 per cent. \$1.79 Ladies' Lace and button, vici kid; all leathers, flexible sole, patent tips, medium weight; generally advertised at \$2.50. \$2.95 Men's Shoes. Best vici kid, patent, velour and box calf, hand welt; all sizes; advance Fall styles; easy sell at \$4.00.

FLANNELS, PILLOWS, ETC.

4c for 26-inch Outing Flannel. 23c Flannels. Wool, shrunk, bathing suit fabric, blue; special value. 60c Pillows. Deodorized feathers; a 30% reduction; 3-lb., 18 1/2 x 26. 50c Blankets and better ones at a special saving of about 25%.

LADIES' HOSIERY

25c For choice of a splendid lot of 50c novelties and staples. Imports, sample line of a wholesale house. 12 1/2c Fast color, seamless, full shape, foot form; ease and service.

LADIES' UNDERWEAR

35 per cent actual saving. 35c for elegant 50c quality muslin drawers. 8c, 15c Undervests cut from 15c and 25c.

gates to reach down about 1000 feet along the course of the canal. This would restore the navigation channel to the condition it was in prior to the enlargement of seven years ago, and the water wheels would then be fed from a channel alongside the boat canal. The improvement is said to be contemplated by the Electric Company. A dam about three feet tall has been erected around the rim of the cataract to hold the water from wasting too fast over the central portion of the fall and to direct it more to the service channels on either side. The effect on navigation has been altogether beneficial. The dam itself materially slackens the water for a distance of 25 miles up the stream, and when flash boards are added in the low-water season the effect on navigation is perceptible 40 miles above the falls. The benefit to navigation is wholly incidental, but it goes to show that the navigability of the Upper Willamette does not suffer from improvements at the falls designed for the increase of power for manufacturing. The Portland General Electric Company received on account of the boat canal and locks in the year just ended about \$35,000. This is considerably more than the report of tolls made to the Secretary of State shows, because there are other items in it. This is income, however, that would not come to the company if the Government should own and operate the canal and locks. The first formal step toward canal and locks to put steamers past the Willamette Falls was made in 1868, when the

MAIL ORDERS RECEIVED A. M. FILLED SAME DAY

Roberts Bros

SECOND AND LAST WEEK OF THE GREAT SALE

Every nook and cranny in the store will contain a bargain of some kind—it's Roberts Bros' way—sell all goods with the season. We will not carry goods over, let the loss be what it may. The new store, when ready, shall be a new store with a new stock. Tomorrow will be another of those busy Mondays, making the last week of this big sale fully as good as the first.

PRICE GUIDE BRING THIS ADVERTISEMENT WITH YOU. ASK TO SEE THE GOODS WE MENTION.

To You

The policy of Roberts Bros. is very concise. Appreciating the liberal patronage of the people—not the classes, but the masses, we will state to retain our old and make an army of new customers, our aim is to serve you with just what you require at all times cheaper than elsewhere, and build a growing trade for our new store.

Bring Friends Tell Neighbors

EMBROIDERIES AND LACES

One-half and two-third values. 5c Yard for choice of 3000 yards of Linen Lace, 10c quality; this is the lace sale of 1902. Remnants of Lace and Embroideries at prices that's almost like finding them. 8 1/2c Embroideries, 12c and 15c qualities; 50 styles to pick from. 11c Embroideries, select designs; very handsome; 20c value.

BELTS AND PURSES

At a saving of nearly one half. 25c Ladies' Belts, in leather novelties; handsome trappings. 25c Purses—a lot of samples in new and desirable ideas. STAMPED WORK—Pillow Shams, hemst' chd; grand spec'l, 25c pr. \$1.00 GLOVES—Ladies' Kid Gloves, in new medium Summer shades; guaranteed quality. This is a leader and has done wonders to make our glove department popular.

MEN'S DEPARTMENT

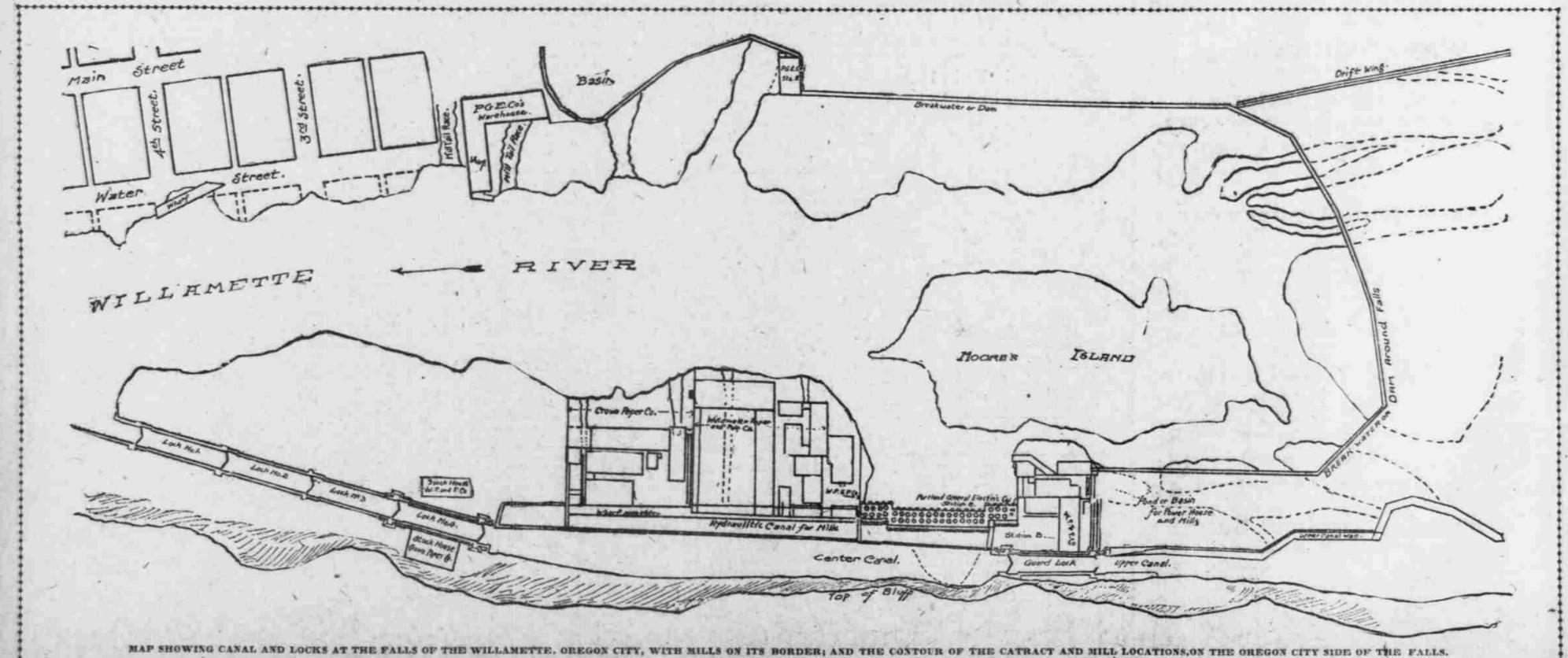
Chock full of bargains. Sox 5c—good ones. Sox 7c—better ones. Sox 9c—splendid ones. Sox—12c—good enough for any foot. We sell men's wants awful cheap. We want men's trade. Ties, 10c—worth 25c. Four-ply Linen Collars, 10c—counterparts of E. & W.'s 25c styles. BOYS, YOUTH, MEN—Our goods will please, wear and satisfy. Our styles and prices will do the selling.

subsidy of \$150,000, "upon the express condition that said corporation, after the completion of said canal and locks as hereinbefore set forth, shall not for a period of 10 years after the same is completed charge a greater rate of tolls than 25 cents per ton for all freight and 25 cents for each passenger passing through said canal and locks in steamboats or other water craft." By the terms of the law \$100,000 was to have been expended on the work by January 1, 1876, and the whole enterprise completed by January 1, 1877. The works were not constructed under this act, for the reason that the amount of aid was too small and the time for their completion too short. This law was substantially re-enacted in 1870, except that the aid given by the state was \$200,000 in gold bonds bearing interest at the rate of 7 per cent per annum, payable semi-annually, the bonds to run 10 years or less, at the option of the state, and to be paid from the fund arising from the sale of land donated to the State of Oregon by the United States for internal improvements. The limit of tolls was made 20 cents a ton for freight and 10 cents for each passenger. A bond in the sum of \$200,000 was required and given that the work would be completed by January 1, 1873, and the work was so completed and accepted by a board of commissioners appointed by the Governor, as provided in the act. The Willamette Transportation & Locks Company was incorporated December 23, 1875, by William Strong, W. H. Effinger and Frank T. Dodge, and it was capitalized at \$1,000,000. The objects of this com-

pany were mainly the same as those of the Willamette Falls Canal & Lock Company. By a deed dated March 3, 1876, recorded in Clatsop County, the Willamette Falls Canal & Lock Company conveyed all its property, including the canal and locks on the west side of the Willamette Falls, to the Willamette Transportation & Locks Company, for the sum of \$500,000. Supplemental articles increasing the powers of the latter corporation were filed January 8, 1877. The Portland General Electric Company was incorporated August 5, 1892, by F. F. Morey, Frederick V. Holman and Charles H. Causfield. Its authorized capital is \$4,250,000. Among the objects of this corporation are the owning and operating of the canal and locks on the west side of the Willamette Falls, and the ownership, use and control of the water power of the falls for any useful purpose. The Willamette Transportation & Locks Company, by a deed dated August 24, 1892, conveyed to the Portland General Electric Company, "for and in consideration of divers good and valuable causes and considerations and one gold dollar," certain real estate, "together with all and singular the canal, locks, basin, breakwater, improvements, tenements, hereditaments and appurtenances, and all water power and riparian rights thereto belonging, or in any wise appertaining." The move for Government ownership of the Willamette Falls canal and locks is in the interest of the producers of the Upper Willamette Valley. Not only would those, within teaming distance of the river save the 25 cents a ton now exacted

for passing through the locks, but the effect on rail rates would extend to points not on the river, and a large part of the commerce of the valley would gain by a free river to Portland. TO VISIT CRATER LAKE. Notable Party Will Start Wednesday Under Direction of Will G. Steel. Wednesday evening next one of the most notable parties ever to visit Crater Lake will leave this city, under the management of Will G. Steel. Among other things in the party will be the following: Governor and Mrs. T. T. Geer, Hon. Thomas H. Tongue, Miss Cosper and Miss Church, N. Y., W. W. Seymour, of Tacoma; Henry L. Hitchcock, of Portland. Professor Frederick Coville, chief botanist of the Department of Agriculture, and family are now at the lake, and Professor F. H. Newell, chief hydrographer of the United States Geological Survey, will join the party at Medford. Lunch will be served at Medford, and dinner: partaken in camp about 15 miles on the way. Friday evening camp will be established near Rogue River Falls, which will be illuminated. Saturday evening permanent camp will be established at a point overlooking Crater Lake, and several days spent in this romantic region. This region is full of interesting points, many of which will be visited from the permanent camp. A carefully arranged itinerary has been

provided, but when the party gets into so interesting a region as Crater Lake is so probably be torn to pieces. One night will be spent at Fort Klamath; two or three days at Pelican Bay, and one night at Lake of the Woods. Ashland will be reached in time to take the northbound train on August 29, and Portland will be reached next morning in time for business. This will be the first important party to visit the new National park. Appeals From Justice Court. Notice of appeal from the Justice Court has been filed in the State Circuit Court in the suit of James Manary against Charles E. Runyon, to recover \$148. Manary complains that he had a deal on leading to the purchase of the Beaver Flume & Lumber Company, and that Runyon agreed to pay his expenses if it was not consummated. He alleges that the sale was not effected, and that Runyon who is the president of the company, declined to make the expense money good. Runyon in his answer makes a general denial, and says he advised Manary in time to save himself from any loss. In the lower court judgment was rendered in favor of Manary for \$40, and Runyon has appealed. PORTLAND-CHICAGO. Seventy hours and thirty minutes (79 1/2) is the time of the "Chicago-Portland Special" from Portland to Chicago. Leaves Portland every day at 9 A. M. Ticket office Third and Washington, O. R. & N. Co.



MAP SHOWING CANAL AND LOCKS AT THE FALLS OF THE WILLAMETTE, OREGON CITY, WITH MILLS ON ITS BORDER; AND THE CONTOUR OF THE CATARACT AND MILL LOCATIONS, ON THE OREGON CITY SIDE OF THE FALLS.